

SIoux FALLS

Greenway & Riverfront Master Plan

SUMMER 2004

Prepared for the City of Sioux Falls and Forward Sioux Falls
Prepared by Design Studios West, Inc.



Acknowledgements



The City of Sioux Falls along with Forward Sioux Falls partnered to develop this Greenway and Riverfront Master Plan for the 26-mile project area. Two additional groups, a board of advisors and a technical committee, were assembled to help give community insight and technical direction to the plan.

The following community members teamed to form the Master Plan Board of Advisors:

Tom Everist, Chair	Steve Metli
Dave Munson	Mike Cooper
Don Dunham, Jr.	Jill Steele
Evan Nolte	Dave Rozenboom
Darrin Smith	Steve Erpenbach
Dan Scott	Mike Crane
Marv Looby	

The following City staff and community members teamed to form the Master Plan Technical Review Committee:

Steve Metli	Kim McIntosh
Mike Cooper	Shannon Ausen
Jeff Schmitt	Dr. Bill Smith
Lyle Johnson	Mike Roth
Gregg Schmit	Dave Queal
Thea Ryan	Joe Bartman
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To learn more about the Master Plan, please contact Jeff Schmitt with the City of Sioux Falls at 605-367-8888.

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Introduction 1



Introduction

The city of Sioux Falls is a truly wonderful and unique community encircled by the Big Sioux River that winds so gracefully across the state of South Dakota. Since man has inhabited the northern plains, the Falls have been a source of beauty, sustenance and wonderment. Each year, thousands of people visit this historic destination, making tourism a staple to the city's economy. The population of Sioux Falls, currently at nearly 138,000 strong, has continued a steady growth since its incorporation as a village in the late 1800s. Sioux Falls boasts a balance of traditional industry with a new influx of technical and financial jobs that are bringing more diversity to the community. In recent years the median age of citizens has dropped, triggering a rise in the need for more trails, parks, and other activities, such as cultural venues. With nearly 16 miles of existing trails and approximately 18 city parks, the Sioux Falls greenway is a model for recreational development within a metropolitan area. However, today trail users, through the downtown, would get a much different impression of the river corridor with views of large flood-walls, parking lots, and adjacent industrial uses that mar the natural beauty of this historic waterway.

In October 2003, Design Studios West, Inc. (DSW) was engaged, by the City of Sioux Falls and Forward Sioux Falls to prepare a greenway and riverfront master plan for the nearly 26-mile study area. The boundary for the study was determined to be within the Big Sioux River Corridor from 60th Street North to 57th Street south, up Skunk Creek to a point near Ellis Road and out to the Great Bear Recreation Park on the east. The primary focus would be on the nearly 20-mile loop of the corridor within the city boundary, with special attention to its relation to the downtown.



During the course of the project, the design team made several trips to visit and investigate as much of the study area as possible. Initially, the City arranged a half-day tour via golf cart to get a glimpse of the greenway. Additional areas were visited by car and on foot to get a better feel for the entire study area. During these preliminary visits to Sioux Falls, the design team was able to obtain a variety of information pertinent to the proposed project area for review and study, including extensive GIS mapping. Upon conclusion of this fact-gathering and orientation portion of the scope of work, the design team worked with the City and Forward Sioux Falls to develop a strategic approach for the preparation of the master plan. As with other similar DSW projects, there was a strong sentiment to develop an action plan rather than just another study that would collect dust on a shelf. The result of *this* master plan would result in a list of potential projects and a strategy for their future development.

It was important to the design team to respect the findings of all previous plans and studies of the greenway. A sizable effort was made to sift through these previous plans for any information that would be pertinent to the current effort. Some elements of these existing plans are reflected in the current master plan concepts. The idea was to learn about current user needs, existing environmental concerns, and future community goals and ultimately to define a plan of action that will lead to implementation.

The following document is a summary of the steps taken by the design team working with City of Sioux Falls and Forward Sioux Falls along with the board of advisors and technical review committee to prepare a master plan for the Sioux Falls greenway and riverfront.



The Process 2

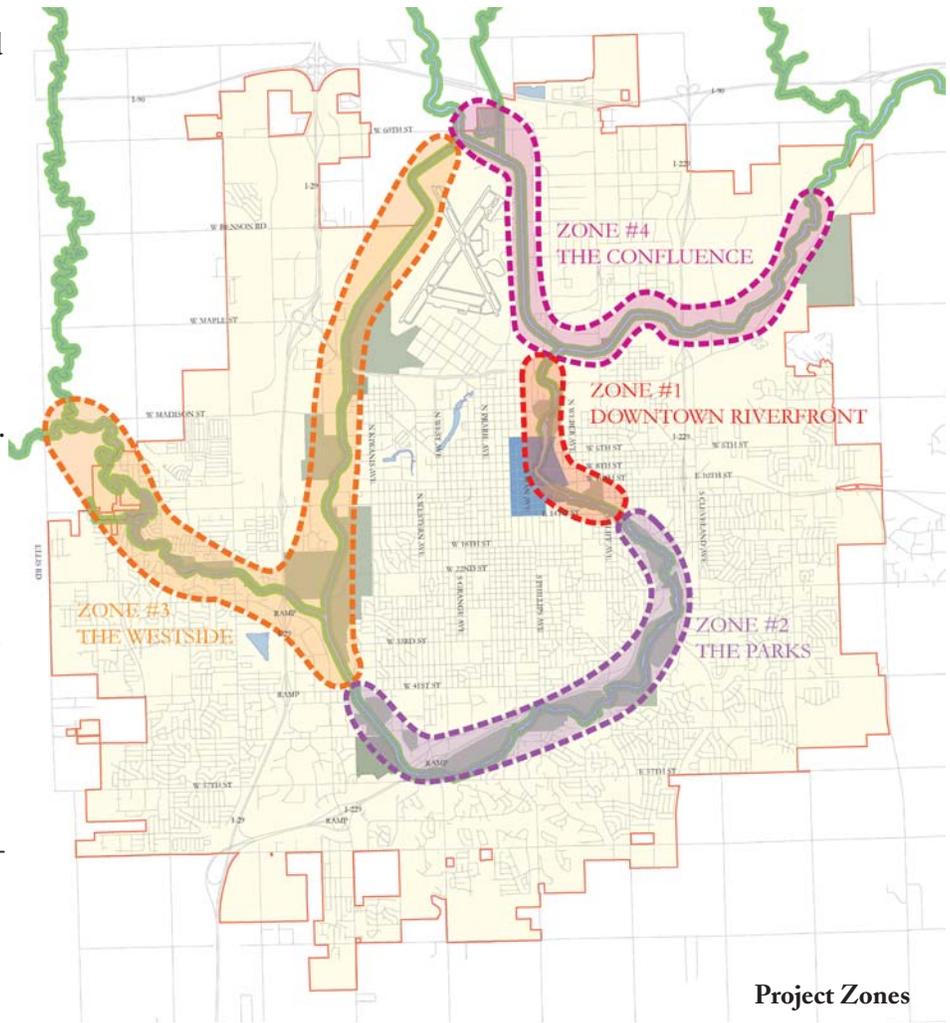




The Process

Upon our first visit to Sioux Falls, it was made abundantly clear that the public participation process would be a very important part of a successful greenway and riverfront master plan for the city. This is especially true when a number of past, valuable studies have been prepared. Over the years information can be misplaced and leadership can change, resulting in the loss of key concepts, connections, and relationships. Therefore, it's imperative to involve the community at large in the design process by using them as a resource. Getting residents who live, work, and play in Sioux Falls to participate and share their ideas and dreams is critical to the success of the plan.

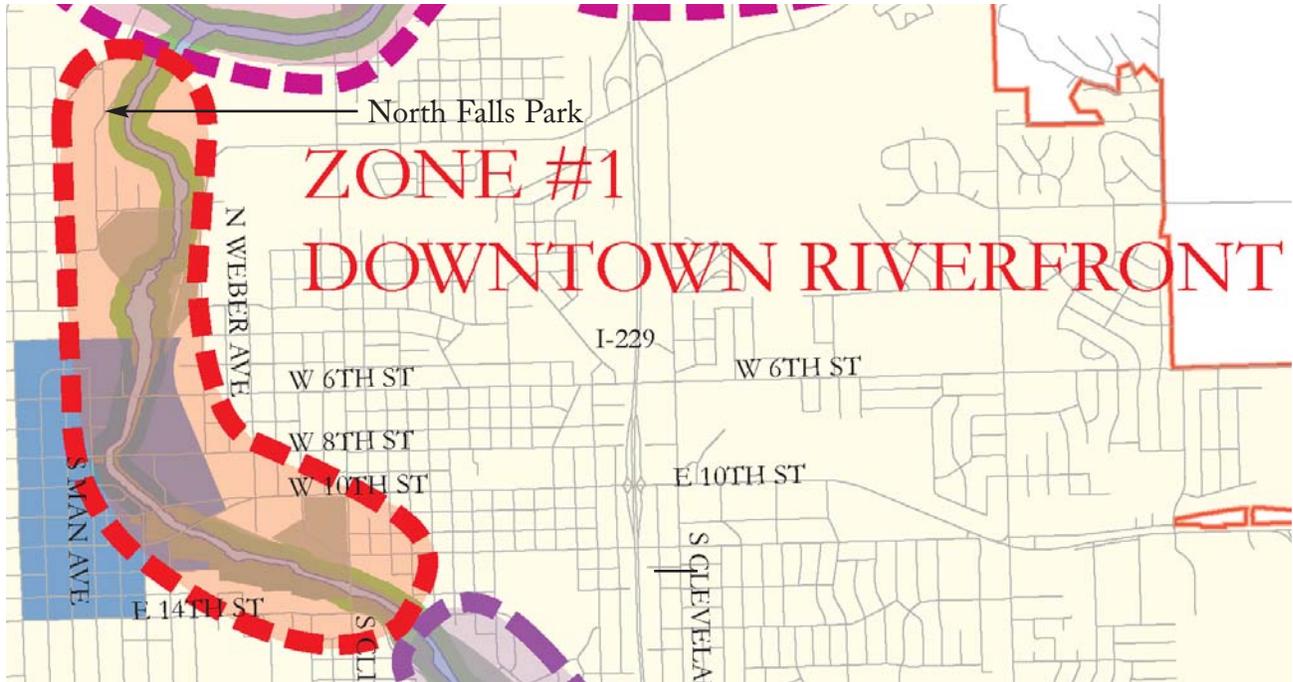
Because of the size and complexity of the project, the design team strategized about how to successfully partition the study area into more manageable pieces. The final solution was to divide the nearly 26 miles of corridor into four contiguous zones. Generally, starting with Zone #1 in the downtown and with the other three zones following the greenway corridor, wrapping the city in a clockwise rotation. The boundaries of the zones were adjusted several times based on use, character, and physical barriers.



Project Zones

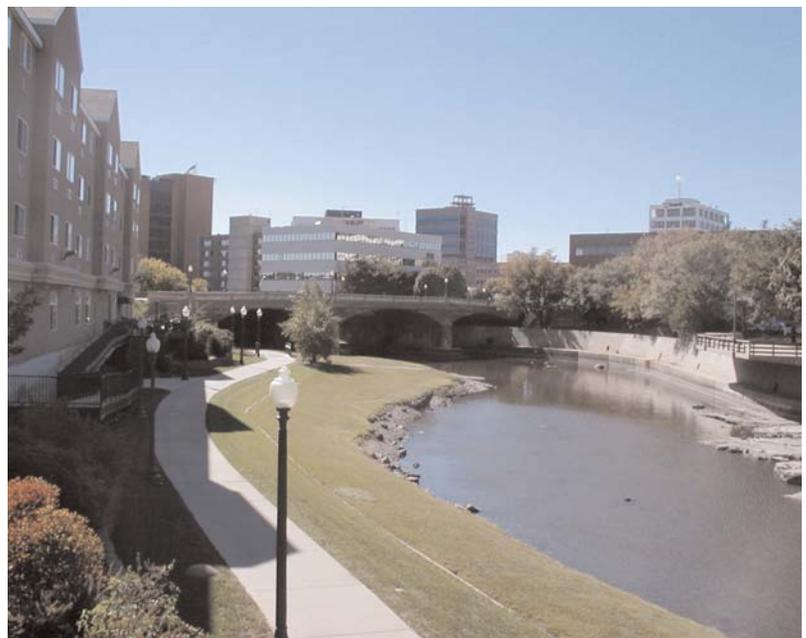


Zone #1 - defined as approximately 2.5 miles from North Falls Park down to 14th Street.



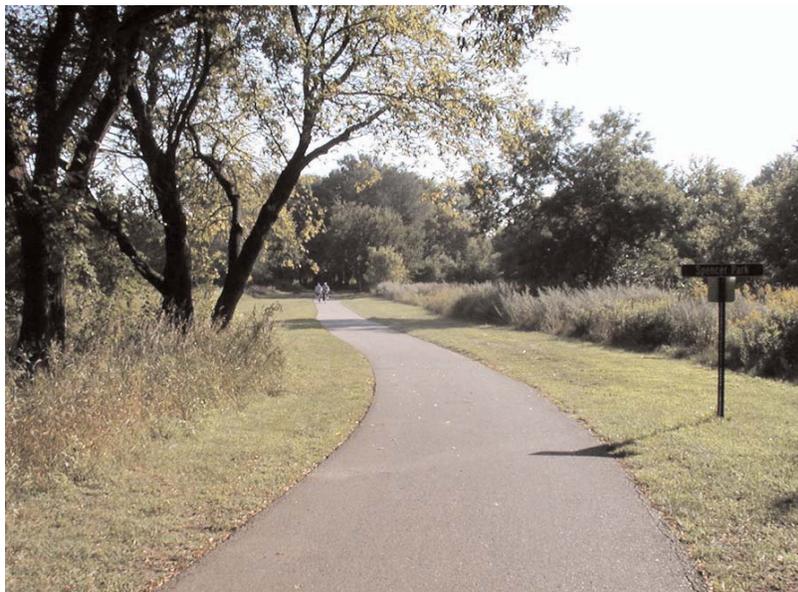
Zone Description

- Historic Park
- Wide River Cross Section
- Visually Open
- Urbanized Edges
- Corridor Encroached by Buildings
- Challenging Adjacent Uses





Zone #2 - defined as approximately 6 miles from 14th Street to the west edge of the Oxbow Natural Area.



Zone Description

- Wonderful Parks
- Great Trails
- Natural Character
- Healthy Riparian Corridor
- Popular Activity Destination



Zone #3 - defined as approximately 7 miles from Oxbow Park up to the Big Sioux Diversion. Zone #3 would also include a reach of greenway corridor stretching another 4 miles up Skunk Creek to Ellis Road.



Zone Description

- Medium River Cross Section
- Channelized River Edges
- Mature Tree Stands
- Positive Adjacent Uses
- Less Current Use



Zone #4 - defined as approximately 3.5 miles from Big Sioux Diversion to North Falls Park. Zone #4 would also include another 3-mile reach of river corridor extending out to Great Bear Recreation Park.



Zone Description

- Channelized River Edges
- Rural Character
- Challenging Adjacent Uses
- Elevation Change
- Visually Open

The Process 2



Even after its segmentation into four zones, developing a design program for an area of this size is challenging. By identifying current and future projects in the area such as the Nelson Park plan and North Falls Park plan, City staff can start to help paint a picture of the community's needs and desires. The general public can be of great assistance to develop specific ideas and places for improvements along the corridor. Using GIS base mapping and aerial photography provided by the City, the design team held a two-day public open house. During these sessions, the design team asked the general public to help define ideas and opportunities within the study area. A series of five display boards depicting 75 numbered, colorful images of potential uses and activities was prepared by the team to aid the citizens with idea development. Participants were asked to view the images boards, pick an image that they felt was exciting or appropriate for the project area, write the number of the image on an adhesive dot, and stick the dot on one of the maps in an area that they think is best for the use. Post-it notes and a questionnaire were also provided for additional comments and ideas. Around 450 citizens attended the two-day event and nearly 1,000 comments and ideas were collected. Of the comments collected, more than 60% fell within the boundary of Zone #1. The information gathered from these public sessions, along with insight from city and community leaders, helped inform and guide the development of a design program for Sioux Falls greenway and riverfront.



Before beginning the design process for the corridor, the team discussed how to address the four unique zones within the corridor, while insuring continuity along the entire 26 miles. A conscious effort was made to build on the existing assets such as the trail system, parks, and many unique natural areas within the corridor. Based on public input, an emphasis was placed on accentuating and



connecting Falls Park and the downtown to the greenway. As the design progressed, it became apparent that numerous plans and studies have been prepared which could have an impact on developing a riverfront in the downtown. These proposed plans included concepts for redevelopment of many of the current industrial areas adjacent to the downtown, both on the east and west banks of the river. The proposed uses within these plans included a mixture of office, residential, and retail, with one plan supporting an events center. It became apparent to the design team that in order to shape the riverfront in *Zone #1*, we had to have a better understanding of the urban design pattern of the downtown. There was agreement between the various partners in the project that the design team would take a conceptual look at the planning patterns and uses for the downtown, based on public input and the previous studies for the area. Conceptual design development would proceed in the downtown based on these urban design concepts. Design in the other three zones would proceed based on trying to link and connect the entire system while trying to enhance existing uses and amenities. The goal during the design process was to identify potential project areas and give them conceptual form. In the future, these areas will need to be paired with community partners to assure implementation. Assembling the various groups that will affect the future of the corridor and persuading them to embrace a common vision is imperative to the success of this action plan.

At the completion of the design phase, a second public open house was held to present conceptual design ideas encompassing much of the 26-mile corridor. The citizens who attended this open house were very positive and supportive toward the plan. During the day-long event, a couple of hundred people stopped by to provide insight into potential project areas and their preferences for concepts. A questionnaire was provided to help quantify, prioritize, and understand what concepts people felt would make the best projects. The results of the questionnaire were telling. There was overwhelming public support for the overall plan and many of the individual concepts. There was also a supportive response to and interest in concepts depicting improvements in the downtown or *Zone #1*. The citizens voiced an opinion that *Zone #1* needs the most work, but has the most potential for future redevelopment.



Purpose of the Plan 3





Purpose of the Plan

Upon initial consideration, a plan of this nature is prepared to document community wants, needs, and aspirations. More often plans reflect the sentiment of a community's citizens at a particular point in time and weigh those views against the more lengthy span of a project's life. In the end, if one project is realized and becomes the impetus for the future resurgence of Sioux Falls, then the plan is a success. To propagate this success it is critical that citizens consider the Sioux Falls Greenway and Riverfront Master Plan to be reality. While many of the concepts presented in the plan require long-term implementation, there are a number of highly visible projects that can begin immediately. If the City of Sioux Falls proceeds with projects that improve, enhance, and protect the assets of the Big Sioux River, while still allowing people to utilize the greenway corridor, then it will have initiated a plan that will take on a life of its own, while serving generations to come.



Site Conditions 4





Site Conditions

During several different months, the design team visited and toured the site. An initial tour, via golf cart, was arranged by the City that covered the area from Sertoma Park up to Falls Park. Subsequent trips provided opportunities to explore certain reaches by foot. During these outings, several hundred photographs were taken to be used during analysis, to document interesting features, and later to produce sketches depicting design concepts. Our first impression of the greenway was one of amazement. The trail and park improvements in *Zone #2* are second to none. The mature trees, healthy riparian edge, and wonderfully manicured parks were a delight to experience. However, as we approached *Zone #1* and the downtown, the reason for a master plan became very apparent. The stark floodwalls, parking lots, and adjacent industrial land uses are typical signs of many communities across the country which have turned their backs on their biggest asset, their rivers. These same signs in Sioux Falls paired with the obvious care taken, by the City, to develop the amenities in *Zone #2* caused us to see a great opportunity. There are many assets within the corridor that are underutilized, but there are many more assets, such as trails, parks, and natural areas, to build on. The design team has every confidence that the many attributes found within the Sioux Falls greenway will be the foundation for a successful restoration and redevelopment plan.



Zone #1



Zone #2



Zone #3



Zone #4



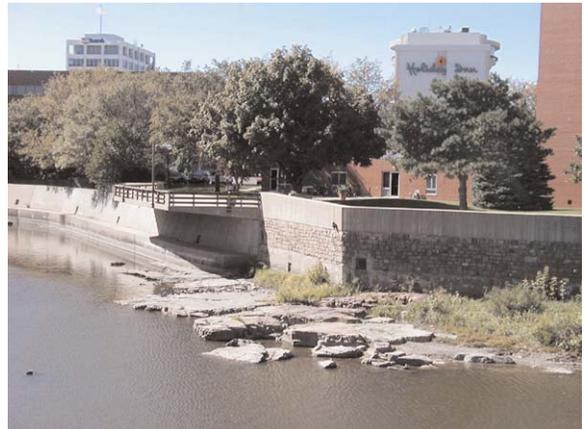
Zone #1

This zone is a prime example of both the positive and negative aspects of the greenway. The natural rock formations and native plant materials near historic Falls Park are a wonderful example of the natural beauty of this region, while the wide cross section of the silt-filled river adjacent to 20' flood walls through the downtown are obvious signs of urbanization.





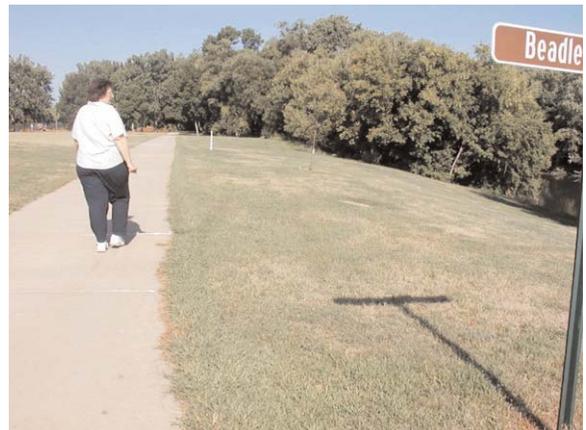
Zone #1 continued...





Zone #2

This zone has set a precedent for the entire greenway with its easily accessible trails, healthy riparian edge, and well-maintained parks. Preservation and enhancement of these assets will be very important. The more natural and narrow water course in this zone will allow for improvements such as canoeing and fishing areas.





Zone #2 continued...





Zone #3

This is the largest zone, flanked by neighborhoods in the south, some commercial in the middle, and industrial use to the north. Although there are some areas where mature trees are near the waterway, for the most part the cross section of the river in Zone #3 is wide open and has an engineered character. The height of the levy creates a visual buffer to the river from adjacent uses. The water in the channel is shallow and in full sun, which is adverse to fish habitat.





Zone #3 continued...





Zone #4

Much of this zone has an open, expansive character with an engineered river cross section. The trail in this zone is not complete. A roughly four-mile segment of trail through this zone is slated for construction in 2004. The Sioux Falls airport, to the south, borders a large segment of the trail through this zone insuring that no future development can occur outside the greenway corridor. The segment of the zone near Falls Park and out toward Great Bear Recreation Park have a pleasant natural quality.



Site Conditions 4



Zone #4 continued...



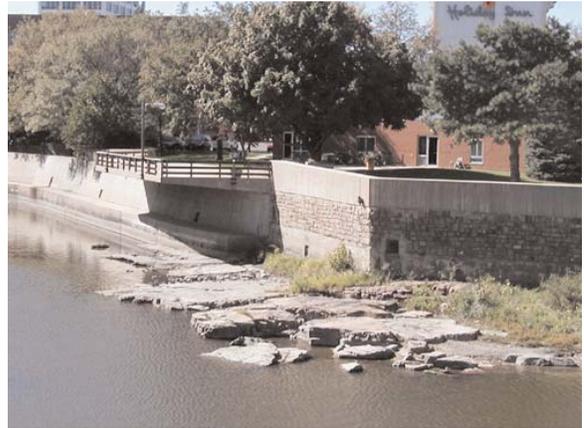


Site Challenges

Areas to be addressed ...



Parking Structure Over Waterway



Flood Control Walls



Buildings Encroaching on Water



Large Water Spillway



Railroad Bridge Relocation



Wide Cross Section of Levy

Site Opportunities

Areas to build on ...



Tourist Destinations



Urban Parks



Water Features and Fish Habitat



Paved Trails



Natural Areas with Mature Vegetation



Neighborhood Parks

Previous Studies 5





Previous Studies

During the course of the project, the design team was able to obtain access to the previous reports and studies listed below. Several other conceptual plans including studies for Fawick Park, Nelson Park, North Falls Park, Spencer Park and the YMCA Camp were made available as reference during the development of the master plan.



- 2015 Growth Management Plan
- 2015 Downtown Plan
- Sioux Falls Waterfront Plan '69
- Sioux Falls Greenway Plan '75
- Big Sioux Greenway Plan '87
- City of Sioux Falls GIS Data 2003
- Downtown Property Ownership Mapping
- Sioux Falls Bike Route Map
- Big Sioux Canoe Trail Map
- River Recreation Enhancement Plan

First Public Open House 6





First Public Open House

An initial public open house was held on November 6 and 7, 2003, to gather ideas from the general public. These sessions were held at two different locations: the first day at the Western Mall in the southern part of the city, and the second day at the Washington Pavilion in the downtown. Each open house forum was open from 7a.m. to 7p.m. to allow for the maximum number of people to attend. During this time, more than 450 people attended the sessions to share hopes and ideas regarding the project. Citizens were asked to help identify special areas for potential projects along the corridor and give thoughts about their future use. The result of this effort would culminate in a design program for the Sioux Falls greenway that would guide the design process.



The Western Mall Open House



The Washington Pavilion Open House



Comments from the first public open house yielded a diverse range of ideas and suggestions from locating a bench at a “favorite spot” along the greenway to suggesting an events center in the downtown. While tabulating the hundreds of comments, inputs, and questionnaire responses, one theme became apparently clear. Creating a downtown riverfront area that will attract and entertain people is at the top of the list. Issues with respect to completing and linking the rest of the greenway were also revealed, however to a much lesser degree. More than 60% of the comments received were with regard to Zone #1 and the downtown riverfront. The conclusion from this response was that the general public sees the existing greenway and trail system as a major asset to the city that should be completed. Many feel this can happen by extending the success currently found in Zone #2 to the other three zones while creating a destination in the downtown. Complete results of the questionnaire and comments can be found in Appendixes A and B.

Questionnaire Response



- 86% of people surveyed say they use the greenway bike path.
- 94% of people surveyed would like to see a riverwalk that connects Falls Park to the downtown.
- Mixed use, retail, and entertainment venues were the most common theme for the downtown area.
- Completing the trail loop was the most common comment by all surveyors.

Quotes

“Create a terraced riverfront and amphitheater.”

“Create retail & entertainment district to help downtown business draw patrons on weeknights & weekends.”

“More people living, working and shopping downtown.”

“Complete the trail loop and provide mile markers, benches and restroom facilities.”

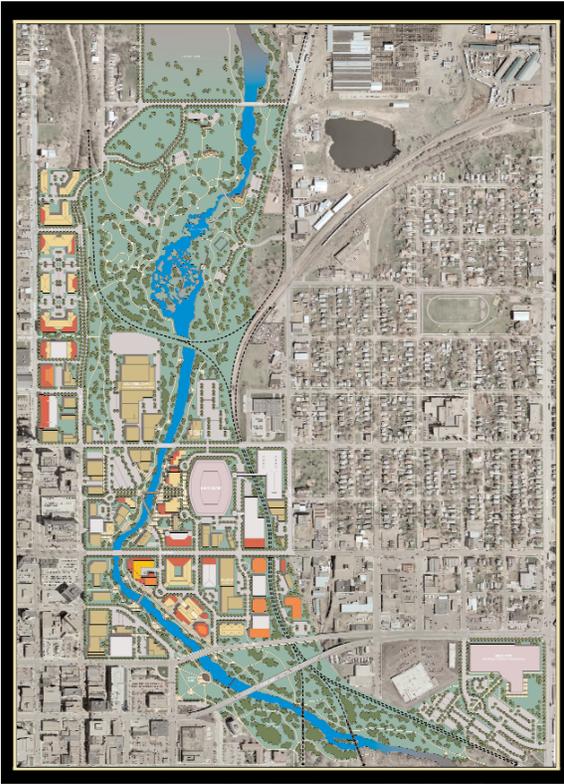
Urban Design Plans 7



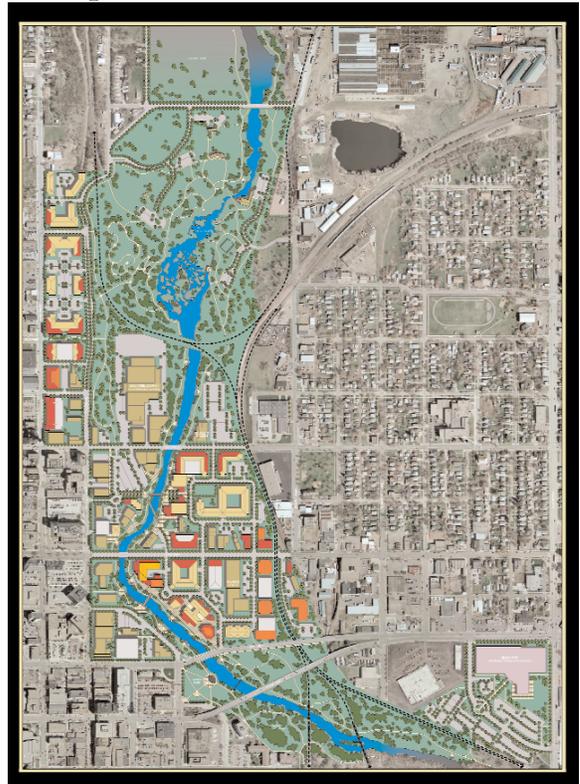
Urban Design Plans

As the design team sifted through the results of the first public open house it became clear that Zone #1 and the downtown would be a key piece to the success of the overall master plan. It also became apparent that the current uses in and around the downtown will most likely change during the next 5-10 years. At the onset of the project, the design team was exposed to several reports and studies previously prepared by both public and private entities that delved into the potential future planning of the downtown. Before jumping directly into the design process for the greenway and riverfront, it was determined and agreed to, by the City and Forward Sioux Falls, that the design team would develop some urban design plans. These plans would develop and explore some of the favored ideas from previous plans and attempt to give some shape to the downtown before embarking upon a riverfront design. Several alternative plans were developed before finally landing on the two plans represented in this document. In each plan the resulting effort is an attempt to center the riverfront development thus making it the focus of the downtown area. The design team determined that the best way to accomplish this would be by giving balance to both sides of the river in the downtown. Knowing that the core business district of Sioux Falls is located just to the west of the river corridor, the design team developed alternatives that would emphasize a destination development on the east side of the river. One concept proposes a 12,000-seat events center located on the east bank, while the second concept portrays a residential development in its place. The urban design concepts represent rough site tests for the area that were used to help define a potential riverfront for the Sioux Falls downtown.

Concept A

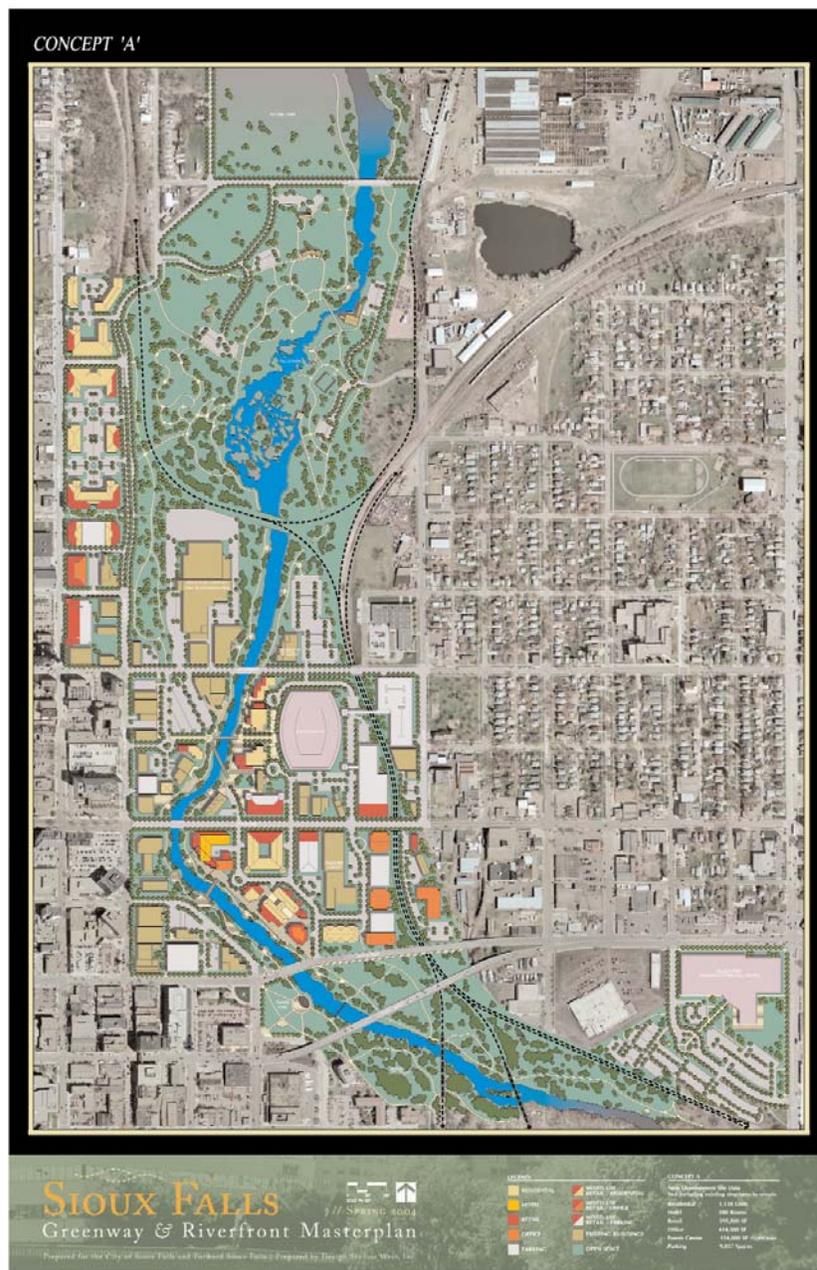


Concept B



Concept A

This concept represents a vision for a strong riverfront area and more balanced downtown where you can live, work, and play. The continuous pathway connections on both sides of the river from Falls Park to the Beadle Greenway and the proposed recreation center make for a lively experience at the center of the city. The addition of a 12,000-seat events center as a destination and economic engine on the east bank would attract people and provide synergy to the downtown.



Concept A

Concept A also includes roughly 1,100 units of residential, 400,000 sq. ft. of office, and 400,000 sq. ft. of retail. Also shown in the concept are approximately 9,000 new parking spaces. The City assisted the design team by providing a preliminary assessment of parking and traffic circulation for the plan and found it to be adequate. Locating an events center was not originally a part of the design team's scope, however based on the direction of the community and the advisory committees, an attraction of this nature could be a critical tile in the mosaic of the entire greenway.



Concept B

Concept B includes a little more than 1,800 units of residential, 500,000 sq. ft. of office and 400,000 sq. ft. of retail. Also shown in the concept are approximately 8,000 new parking spaces. The concept does not host an events center or other large economic engine and therefore would depend more on improvements along the river corridor to attract people. The riverfront concepts in this plan will work with either option. A facilities planning committee will ultimately study the location of an events center and recreation center for the city of Sioux Falls. Concept A and B were prepared purely to give life to the downtown riverfront portion of the greenway master plan.



SIoux FALLS – DOWNTOWN REDEVELOPMENT

May-04

Concept A

	Phillips Avenue	North of 8 th Street	South of 8 th Street	Total Development	Required Spaces *
Residential	444 DU	460 DU	234 DU	1138 DU	2,276
Hotel			280 Rooms	280 Rooms	280
Retail	134,200 SF	131,600 SF	130,000 SF	395,800 SF	1,979
Office	43,200 SF	120,000 SF	251,000 SF	414,300 SF	1,243
Events Center (12,000 seats)		154,000 SF		154,000 SF	3,000

Total Spaces Required = 8,778

Parking Provided by Plan 1,713 spaces 3,904 spaces 3,420 spaces **Total Spaces Provided = 9,037 spaces**
 Parking Surplus = 259 spaces

Concept B

	Phillips Avenue	North of 8 th Street	South of 8 th Street	Total Development	Required Spaces*
Residential	444 DU	1152 DU	234 DU	1,830 DU	3,660
Hotel			280 Rooms	280 Rooms	280
Retail	134,200 SF	135,100 SF	130,000 SF	399,300 SF	1,997
Office	43,200 SF	189,300 SF	251,100 SF	483,600 SF	1,451

Total Spaces Required = 7,388 spaces

Parking Provided by Plan 1,713 spaces 2,949 spaces 3,420 spaces **Total Spaces Provided = 8,082 spaces**
 Parking Surplus = 694 spaces

* Standard Parking Ratios

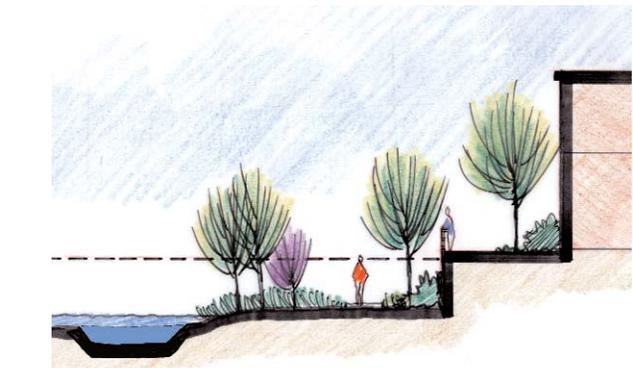
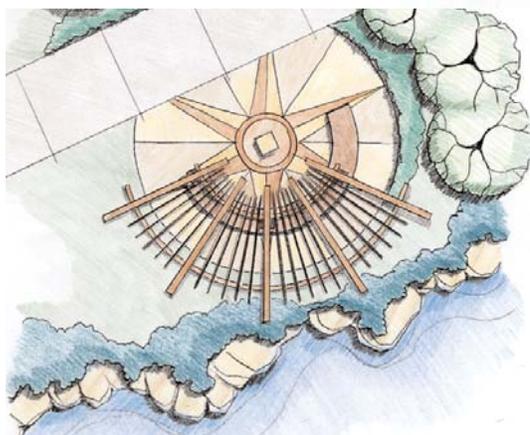
- Residential 2 per DU
- Hotel 1 per room
- Retail 5 per 1000 sf
- Office 3 per 1000 sf
- Events Center 1 per 4 seats

Design Concepts 8

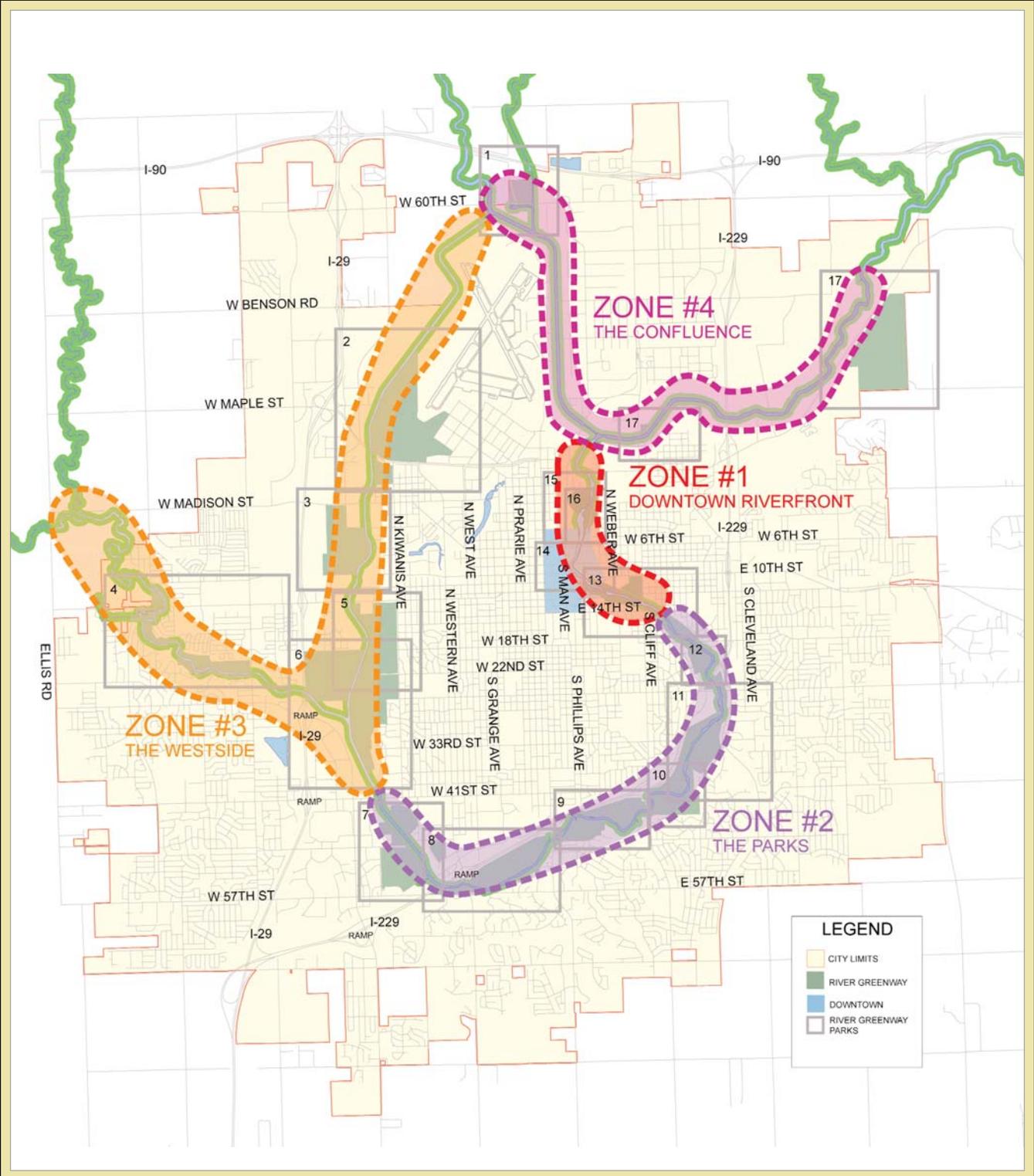


Design Concepts

After gaining an understanding of community desires and giving form to the future of the downtown, the design team was finally prepared to develop ideas for the greenway and riverfront. Based on this information the design team produced a series of presentation boards that portrayed conceptual design alternatives for each project zone within the study area. The alternatives depicted included before and after sketches of some key areas as well as some detailed design ideas applicable to the entire 26-mile project area. The purpose of preparing this presentation of design concepts was to spark the imagination of the community while soliciting feedback during a second public workshop.



PROJECT ZONES



SIoux FALLS

// SPRING 2004

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TOP TEN USES BY ZONE

Zone 1



1 Riverside Dining



2 Pedestrian River Crossing



3 Amphitheater



4 Downtown Riverwalk



5 Integrated Sculpture



6 Attractive Bridge Treatment



7 Outdoor Market



8 Bike Trails



9 Entertainment Arena



10 Urban River Edge

Zone 2



1 Natural Park With Shelter



2 Bike Trails



3 Boating Access



4 Wetland Area With Trail



5 Native Gardens



6 Kayak Course



7 Enhanced River Areas



8 Integrated Sculpture



9 Special Lighting



10 Enhanced Fish Habitat

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TOP TEN USES BY ZONE

Zone 3



1 Pedestrian River Crossing



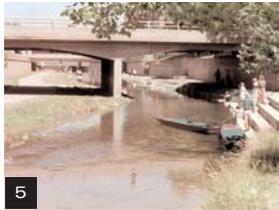
2 Natural Park With Shelter



3 Bike Trails



4 White Water Areas



5 Boating Access



6 Interpretive Signage



7 Fish Pond



8 Native Gardens



9 Kayak Course



10 Enhanced River Areas

Zone 4



1 Bike Trails



2 Safe Access To Water



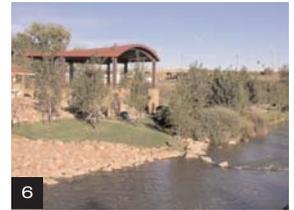
3 Native Gardens



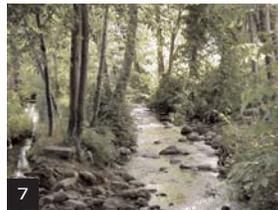
4 Constructed Wetland



5 Wetland Area With Trail



6 Natural Park With Shelter



7 Enhanced River Areas



8 Enhanced Fish Habitat



9 Fishing Area



10 Outdoor Classroom

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COMMENTS & QUOTES



“Complete the trail loop and provide mile markers, benches and restroom facilities.”



“Create retail & entertainment district to help downtown business draw patrons on weeknights & weekends.”



“More people living, working and shopping downtown.”



“Create a terraced riverfront and amphitheater.”



“Create cross-country skiing trails.”

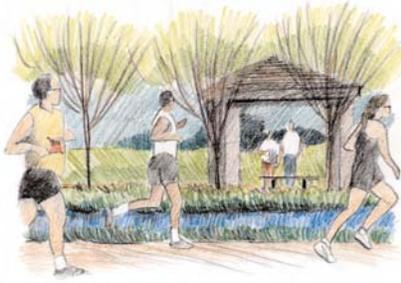
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QUESTIONNAIRE RESPONSE



How about a Sioux Falls Marathon?

86% of people surveyed say they use the greenway bike path.

The Top 5 parks used by people are Tuthill, Sertoma, Falls Park, Yankton Trail and Tomar.

94% of people surveyed would like to see a riverwalk that connects Falls Park to the Downtown.

Completing the trail loop was the most common comment by all surveyors.

Mixed Use, Retail and Entertainment venues were the most common theme for the Downtown area.

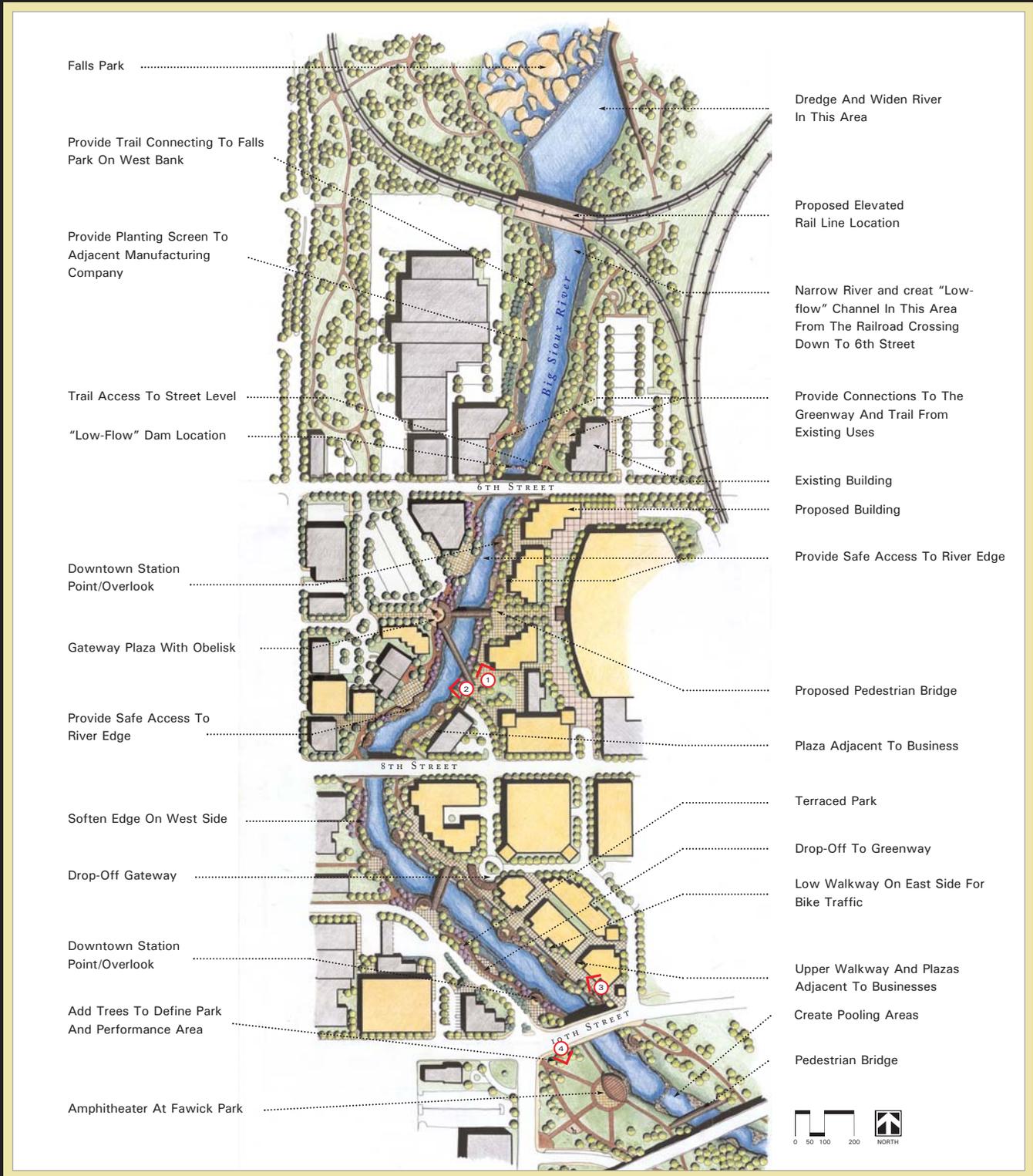
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ZONE #1-DOWNTOWN RIVERFRONT



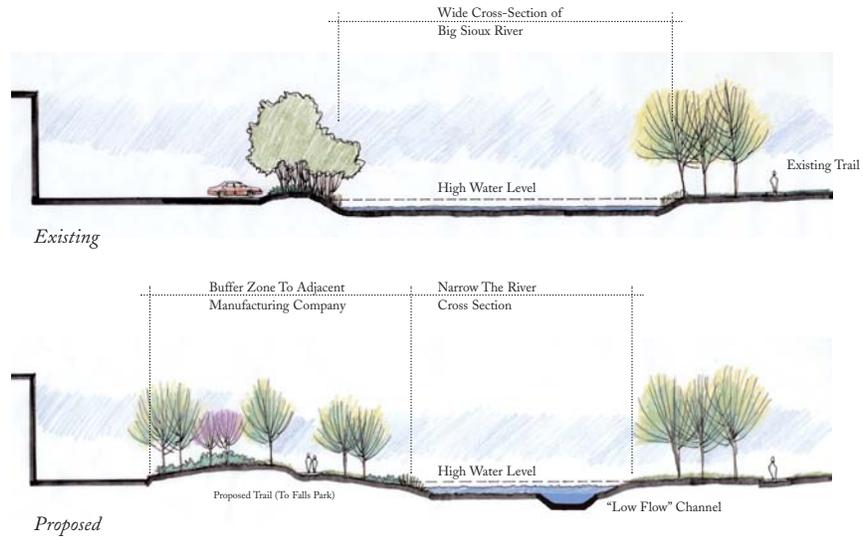
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Greenway & Riverfront Masterplan

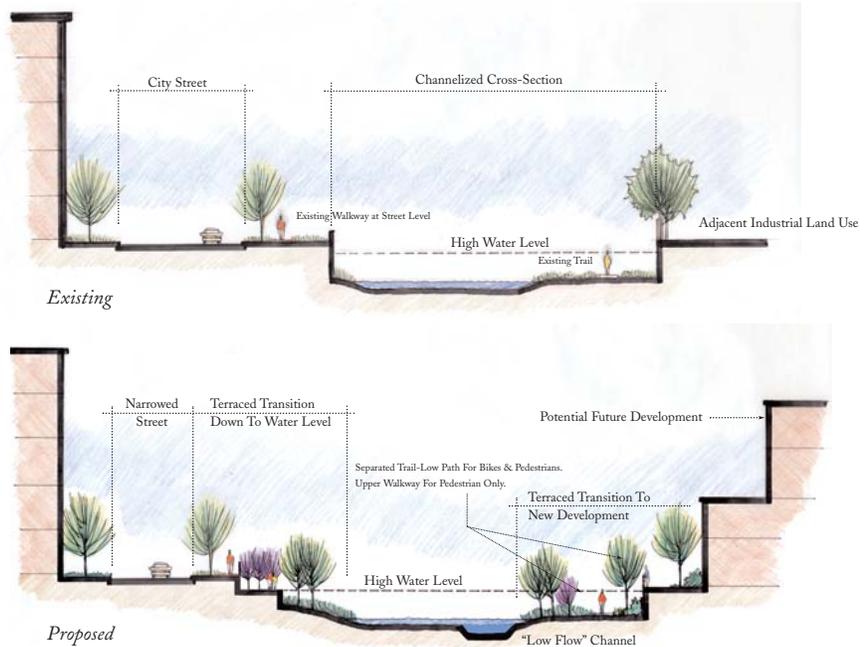
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RIVER SECTIONS

Existing Section Between 6TH Street And Falls Park



Existing Section Between 8TH And 10TH Streets



ZONE #1-BEFORE & AFTER

Pedestrian Crossing and Riverfront Improvement

View 1 



Before



After

Safe Access to River Edge

View 2 



Before



After

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ZONE #1-BEFORE & AFTER

Riverwalk Between 8TH and 10TH Streets

View 3 | 16 |



Before



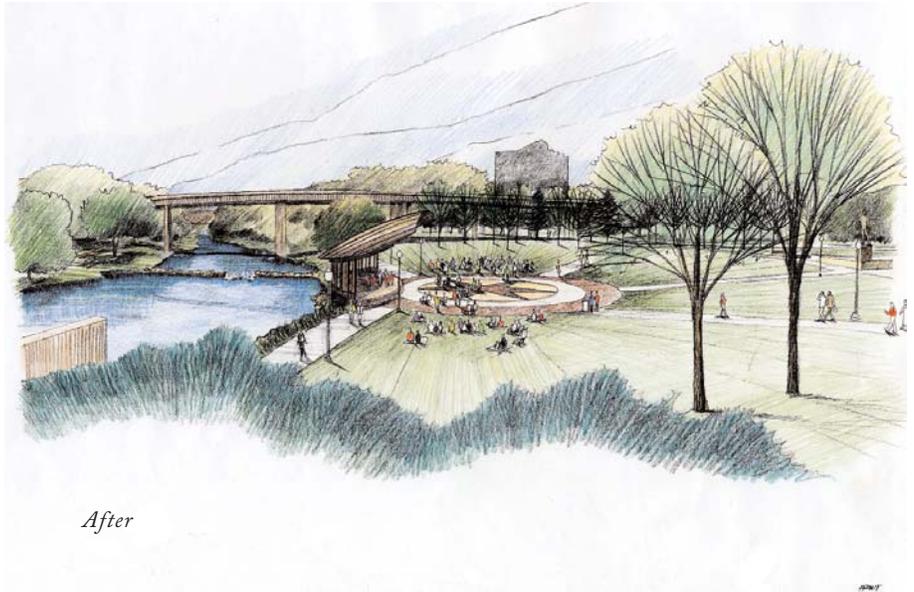
After

Amphitheater at Fawick Park

View 4 | 17 |



Before



After

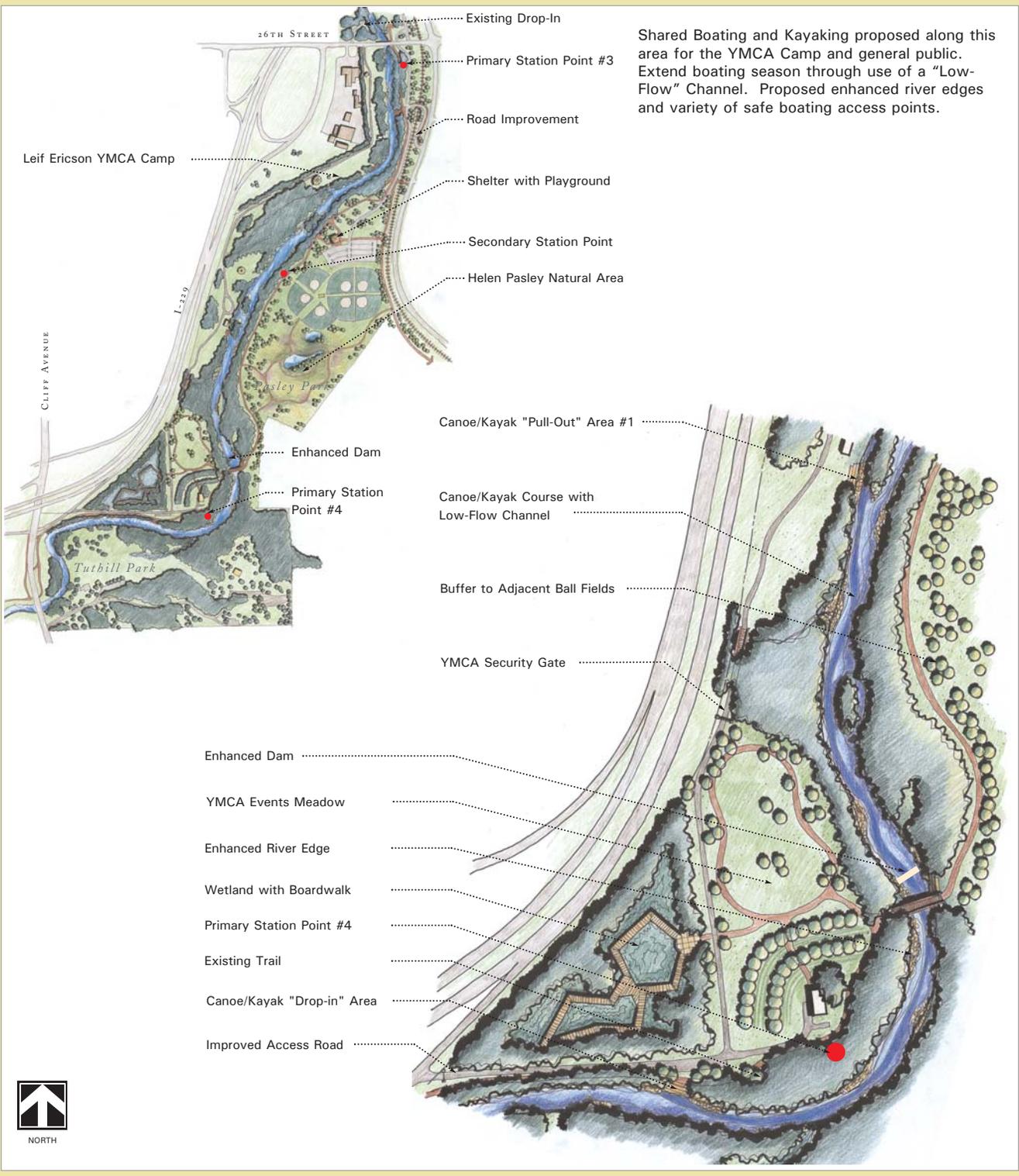
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ZONE #2-THE PARKS BOATING AREA



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ZONE #2-BEFORE & AFTER

Station Point/Overlook to River



Before



After

Kayak Course/Habitat Improvement



Before



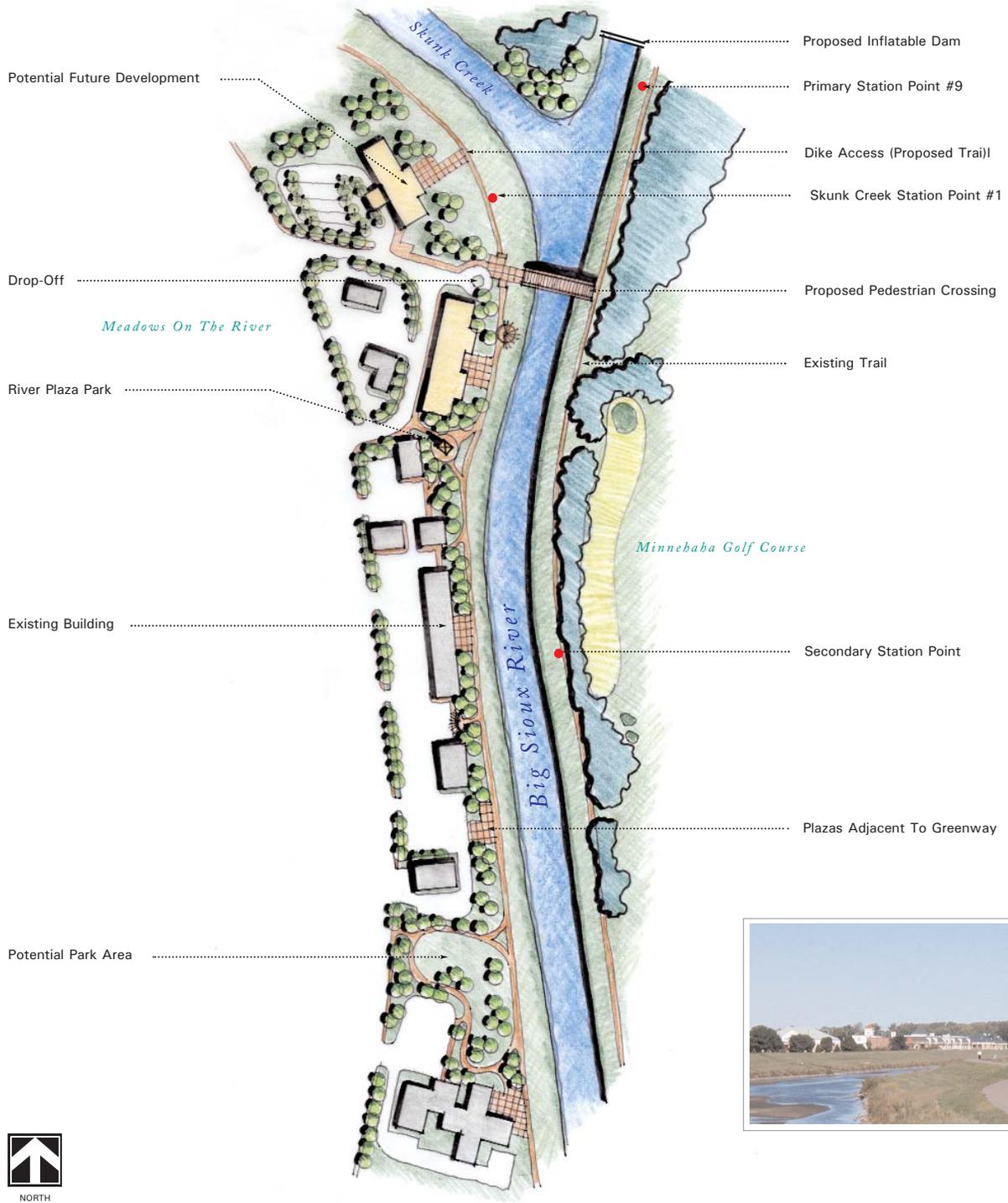
After

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ZONE #3-WESTSIDE RIVERFRONT



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ZONE #3-BEFORE & AFTER

Station Point Along Trail Near Zoo



Before

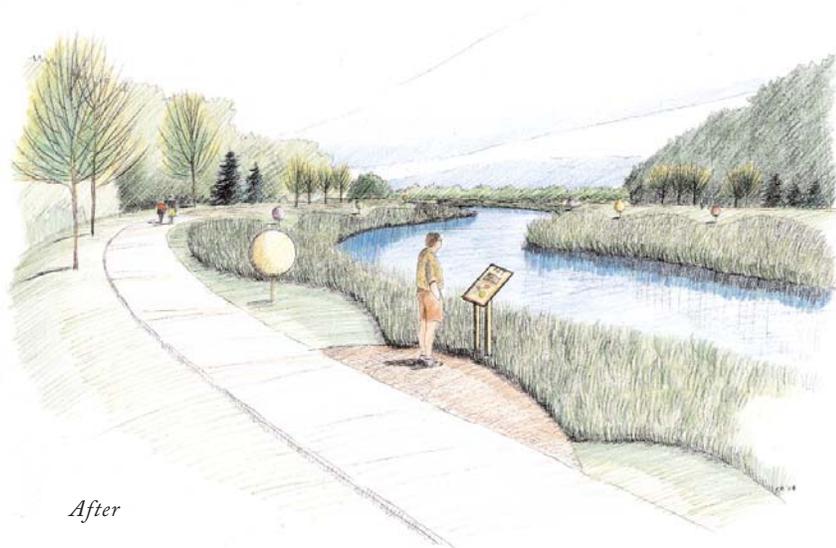


After

Interpretive Art/Science/Nature Trail



Before

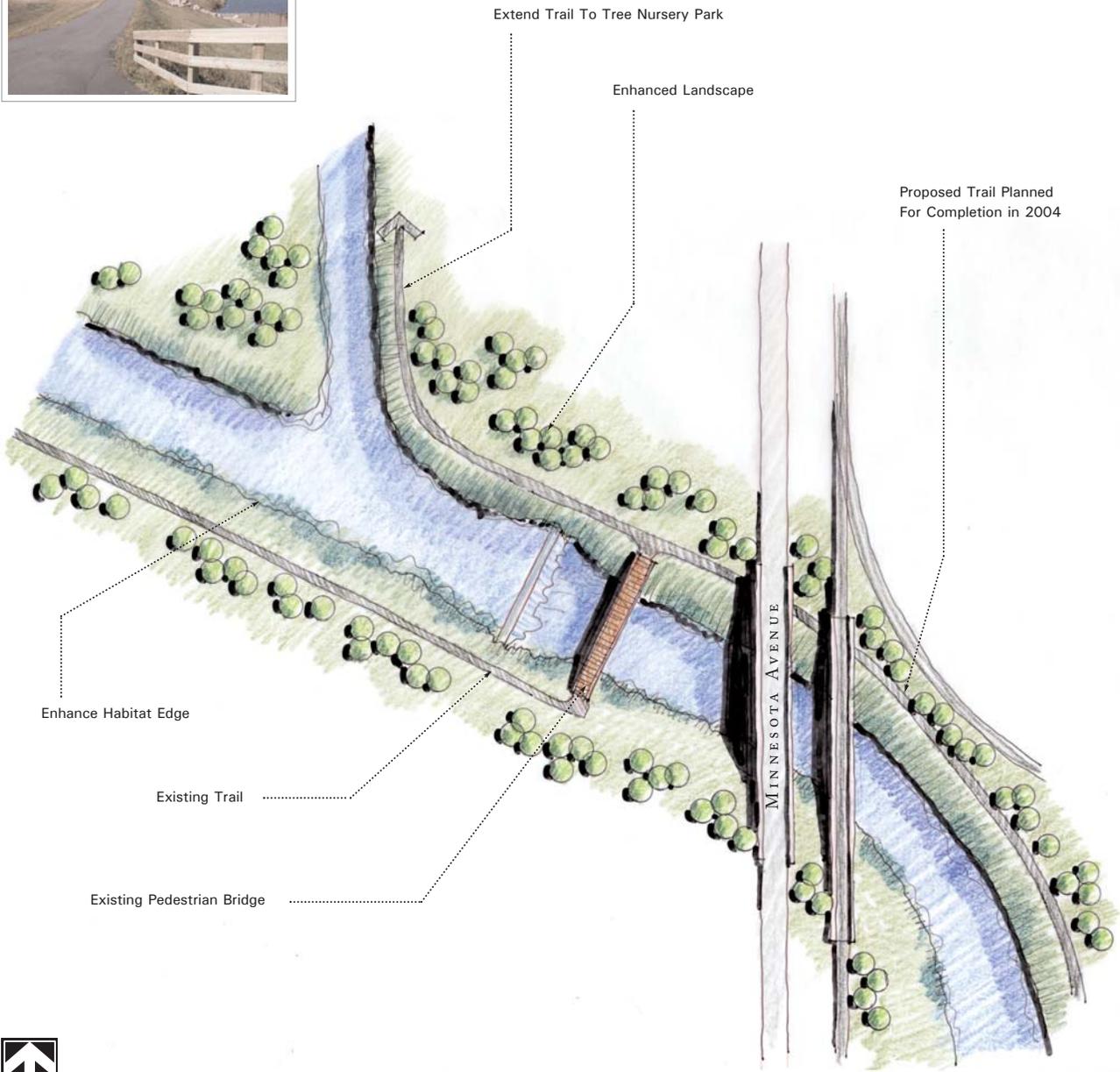


After

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ZONE #4-THE CONFLUENCE



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ZONE #4-OUTDOOR EDUCATION AREA



OLD CITY TREE NURSERY



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ZONE #4-BEFORE & AFTER

Enhanced Landscape



Before



After

Completed Loop Trail



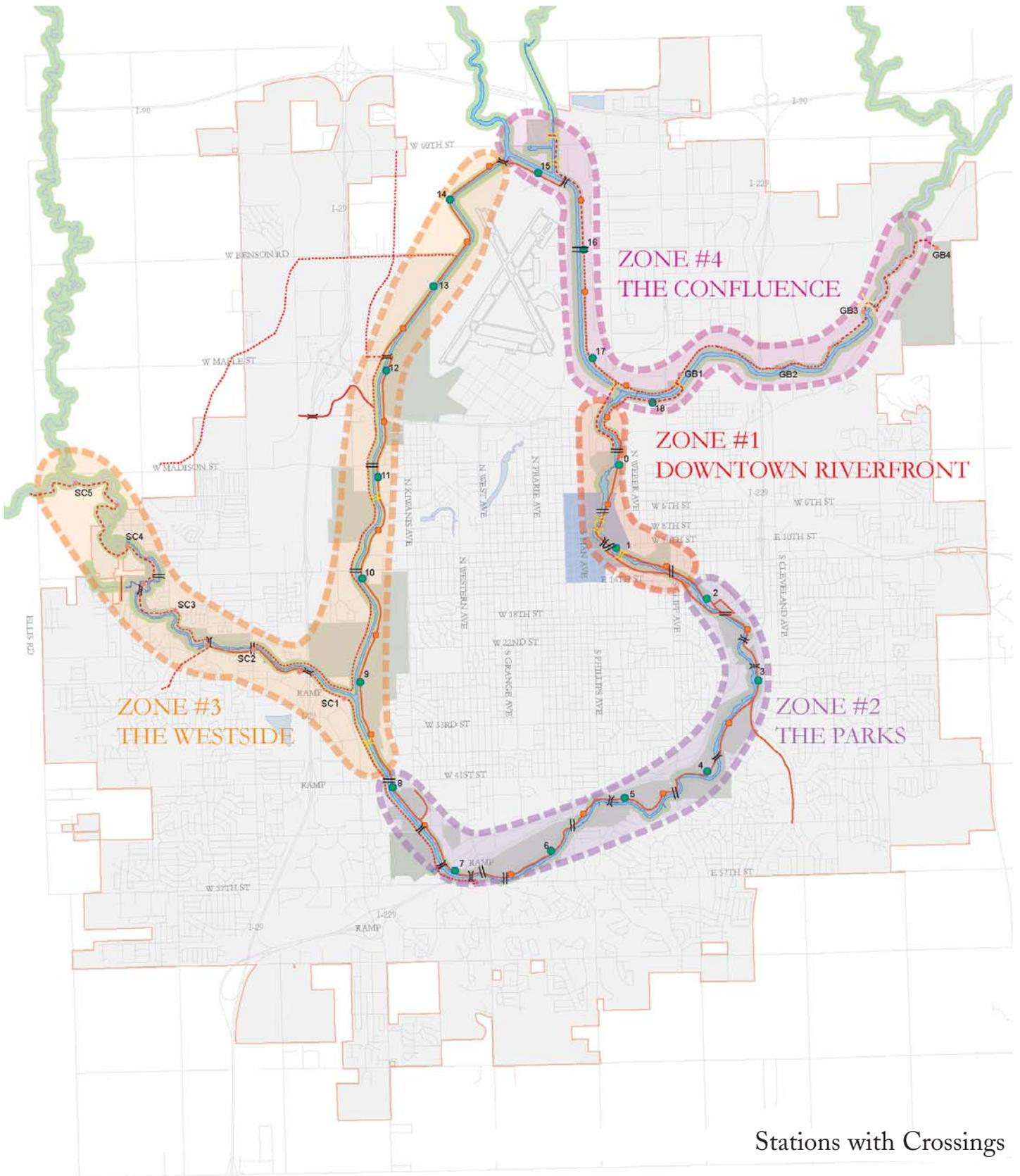
Before



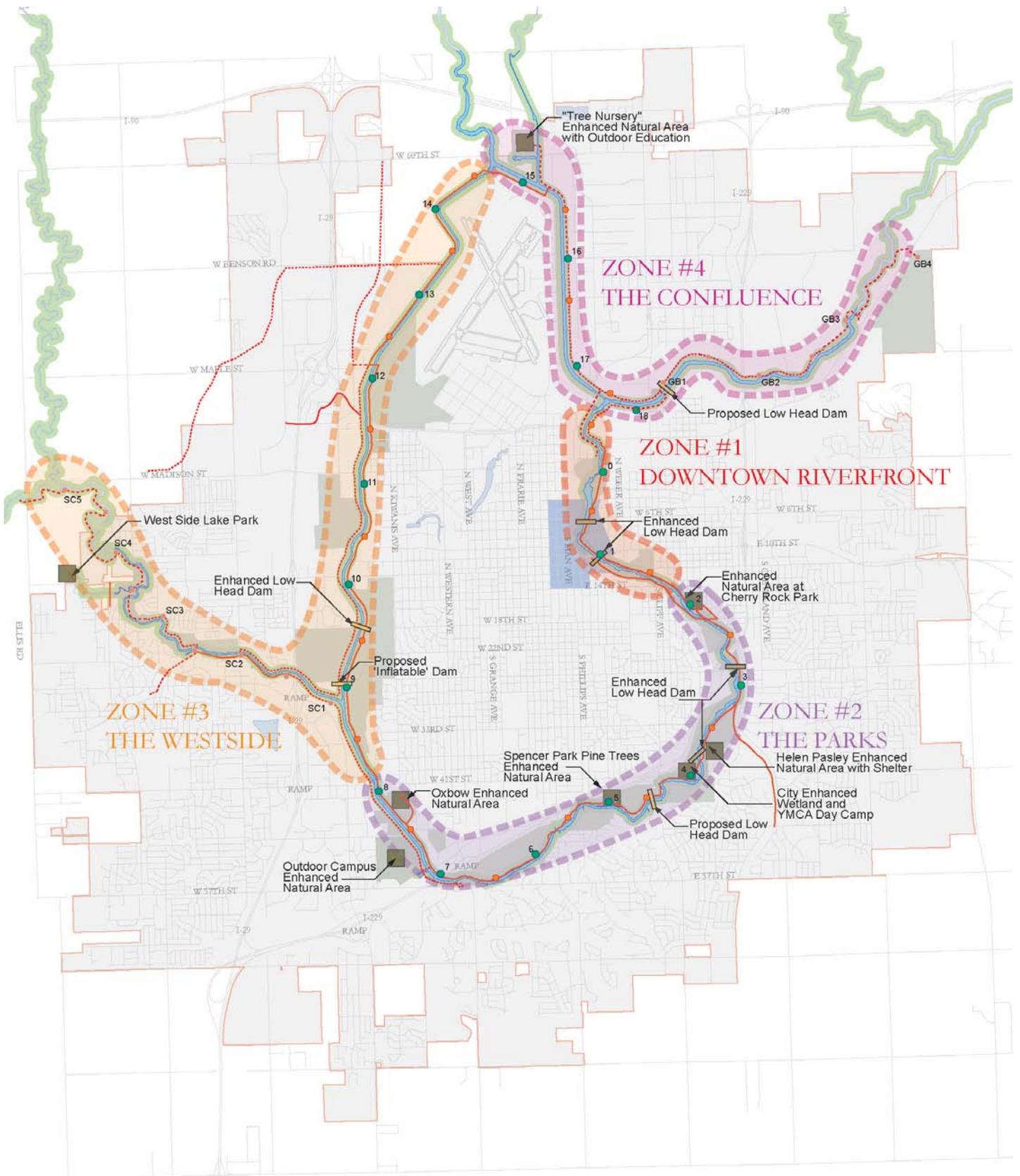
After

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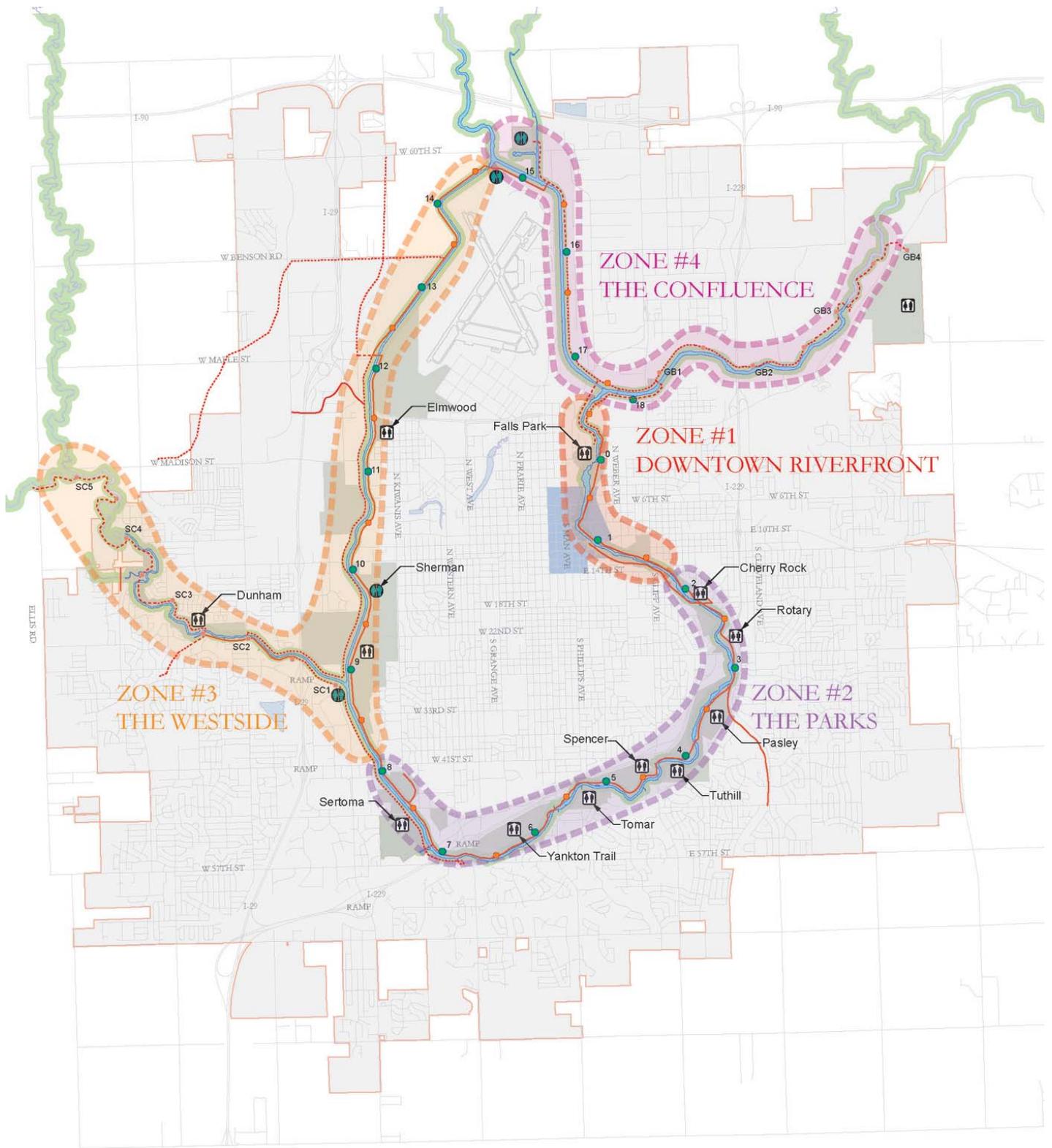
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Stations with Crossings

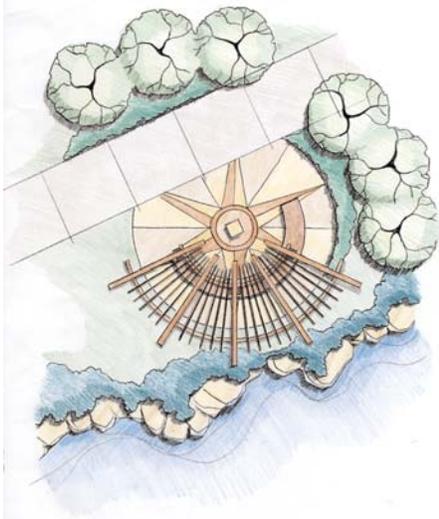


Stations with Improvements



Stations with Restrooms

STATION POINT CONCEPTS



Station Point With Mile Marker

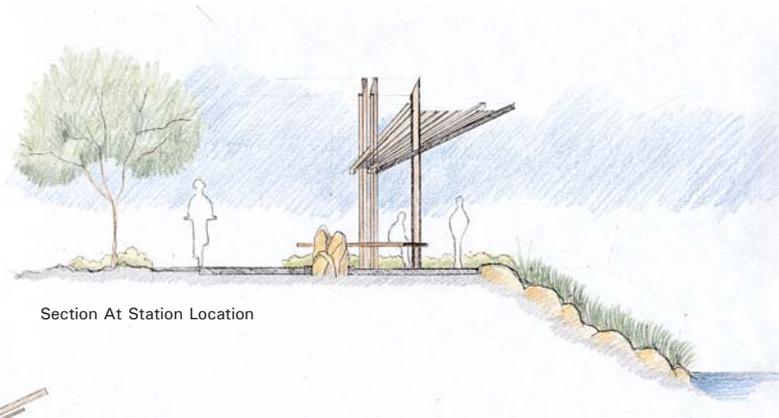
Station Points/Overlooks providing information such as trail, mileage, current location, environmental or historical facts will be located approximately every half mile on the entire 20 mile loop.



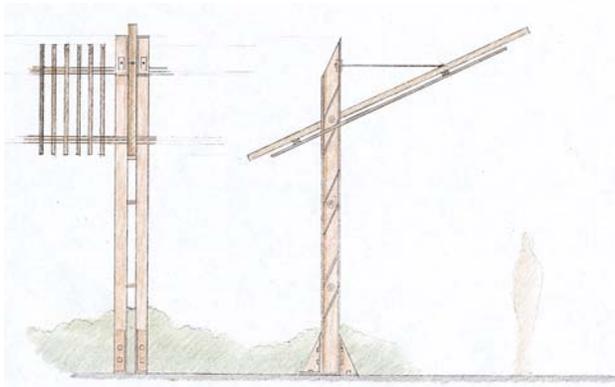
Station Point With Mile Marker



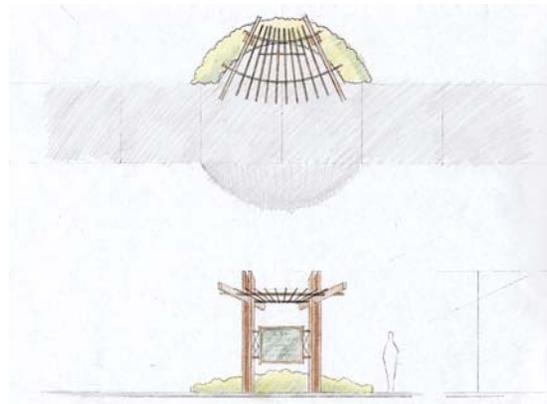
Station Point With Interpretive Signage



Section At Station Location



Station Structure Made Of Wood And Steel



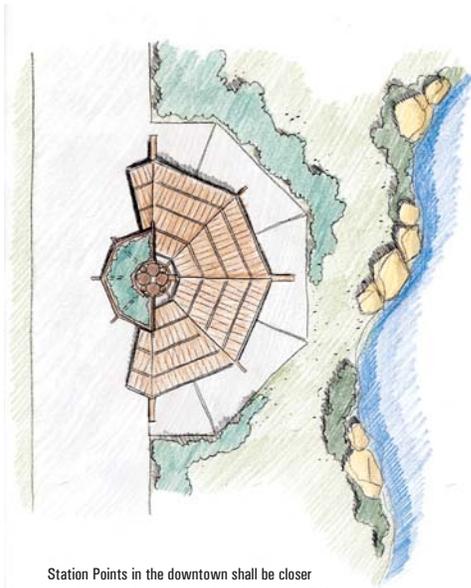
Directional Information Signage

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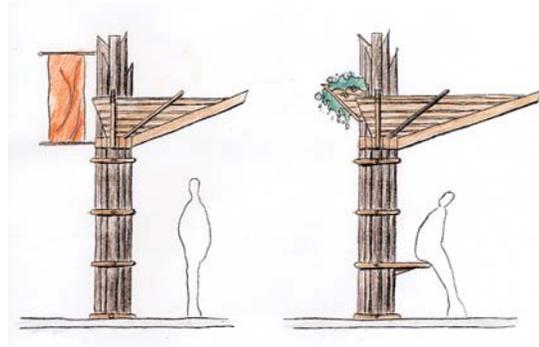
Prepared for the City of Sioux Falls and Forward Sioux Falls | Prepared by Design Studios West, Inc.

STATION POINT CONCEPTS

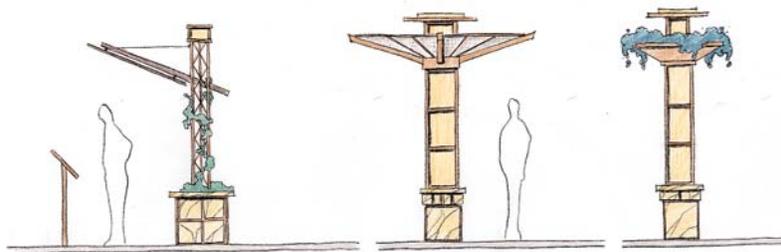
Station Points In The Downtown



Station Points in the downtown shall be closer together and adopt a more urban character befitting a downtown.



Elevation Of Downtown Station Point



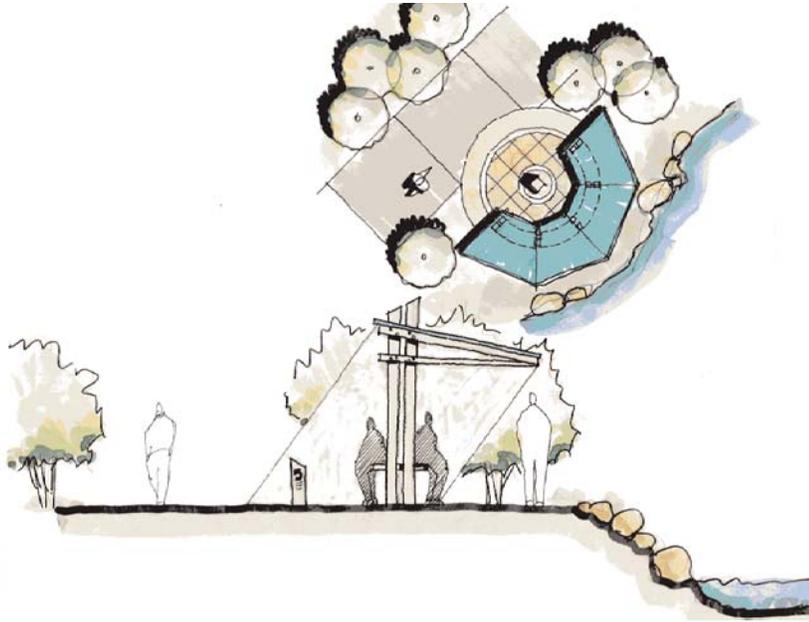
A Variety Of Elements Including, Obelisks, Shade Structures And Informational Kiosks May Be Located Throughout Downtown

SIoux FALLS // SPRING 2004
Greenway & Riverfront Masterplan

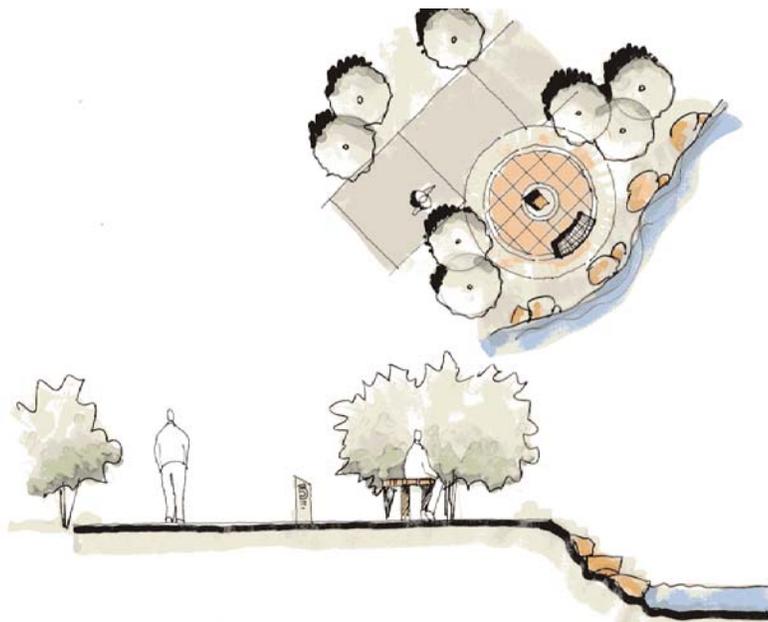
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Station Points

Primary Station Points – A covered rest stop with seating located every mile starting from Station “0” in Falls Park. Primary station points will have a variety of information and will be considered emergency contact points along the greenway system.

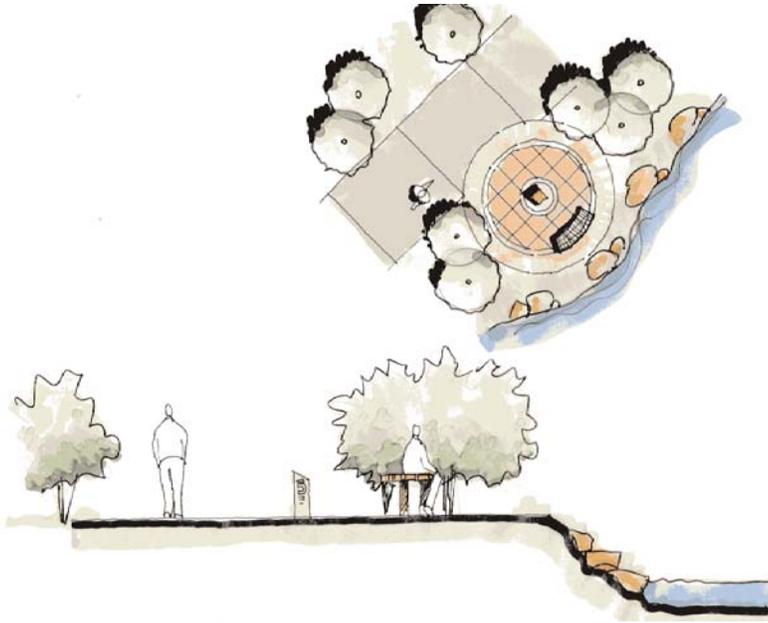


Secondary Station Points – An orientation station point with seating and mileage marker information only. These markers will be located at every half-mile point around the loop trail.



Station Points

Outer Station Points – A secondary station point outside of the main Sioux Falls greenway loop. These station points will help to link outer neighborhoods and other communities to the greenway. These markers will be primarily along Skunk Creek and out to Great Bear Recreation Park.



Downtown Station Points – A smaller and more urban station point with information, seating, and shading located every 300-500 feet on both sides of the river in the downtown.





Kit of Parts

The “kit of parts” or detailed design elements will be the glue that holds the entire greenway and riverfront development together. Signage, lighting, trash receptacles, bike racks accompanying the “rest-stop” station points, previously mentioned, will give people a sense of the greenway as a “place.” These elements, although sometimes overlooked, imply continuity, scale and measurement to the corridor that is very important to the success of the greenway and riverfront. The following are some of the parts and pieces that could be implemented along the Big Sioux River corridor.



Park Signage



Interpretive Signage



Kit of Parts



Benches



Bike Racks



Restrooms and Shade Structures



Lighting



Trash Receptacles

The design team would hope to take current City Parks & Recreation standards for these elements and build on them during a subsequent design guidelines phase for the Sioux Falls greenway and riverfront.

DESIGN PRECEDENTS



Accessible Plazas



Art Bench



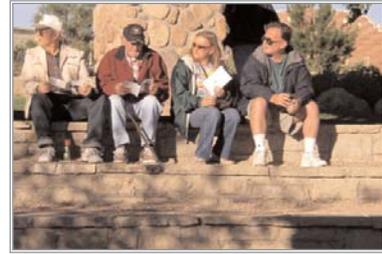
Art Wall



Dining At River Edge



Green Areas



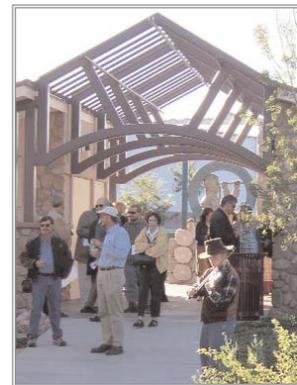
Edges That Step Down To River



Amphitheater



Events Plaza



Gateway To River



Interpretive Signage



Plaza At River Edge



Trail

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Second Public Open House 9



Second Public Open House

A second public open house was held on February 24, 2004 at the Washington Pavilion. Once again, the open house forum was held from 7 a.m. to 7p.m. to allow for the maximum number of people to attend. Approximately 250 citizens stopped by to view the design concepts and plans that had been developed based on public comment from the first round of open houses. The session was advertised via radio, television, and newspaper, asking participants to come and make comments and share additional thoughts and ideas. A questionnaire was provided to record public sentiment toward the plan.



SIoux FALLS
Greenway & Riverfront Master Plan
PUBLIC OPEN HOUSE

Review Design Ideas

- ◆ Connection to Falls Park
- ◆ Downtown Riverwalk
- ◆ Interpretive Trails
- ◆ Gathering Spaces
- ◆ Natural Areas
- ◆ Amphitheater
- ◆ Fish Habitat
- ◆ Biking

MEET WITH THE DESIGN TEAM - SHOW YOUR INTEREST

Washington Pavilion
 Tuesday, February 24, 2004
 Open House format from 7am to 7pm

For more information contact Jeffrey Schmitt at jschmitt@siouxfalls.org or call (605) 367-8888



Second Public Open House

The questionnaire was completed by nearly half of the 250 attendees. A resounding majority of the comments regarding the plan were favorable. The underlying sentiment from the participants was that “it can’t happen fast enough.”

The intent of the questionnaire was to assist current and future leaders with prioritization of funding and phasing of the potential improvements. The questions began with general opinions regarding the concepts shown within the four zones; then worked toward prioritizing the concepts.

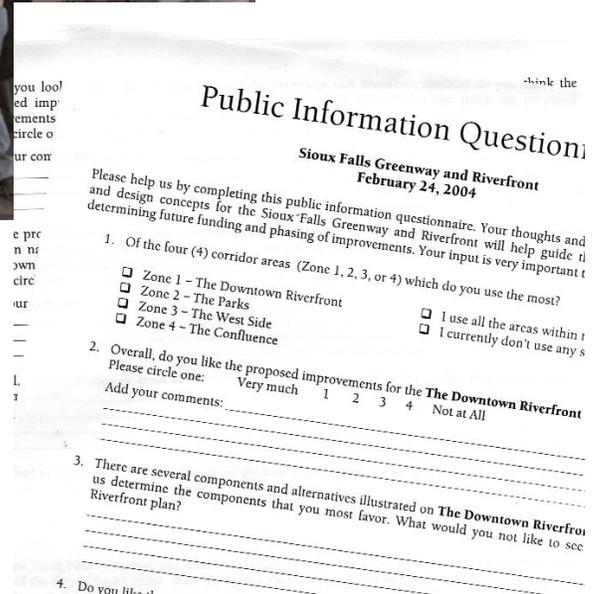
Complete results of the questionnaire and comments can be found in Appendix C.



93% “Liked” or “Liked Very Much” the proposed improvements for the downtown riverfront.

95% of respondents thought the proposed improvements would make for a “better or improved” greenway and riverfront system.

92% think the proposed plan illustrates an appropriate “balance” between natural and urban improvements.



Second Public Open House



“Great concepts to bring people downtown.”

“I believe taking advantage of our natural features & getting people by the river is important.”

“I like the station point & overlook of the river.”

“Boating access, enhanced river area great.”

“Yes - we need to complete our bike path.”

“Great stuff!! When can we get started?”

“Get it done!!”

Committee Review

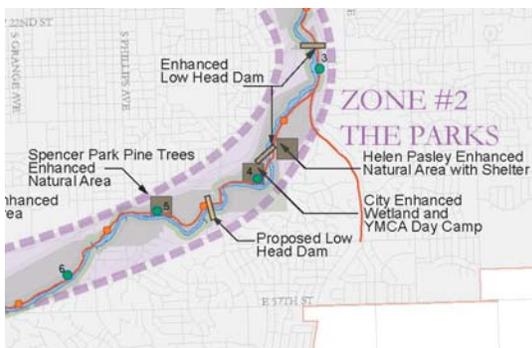
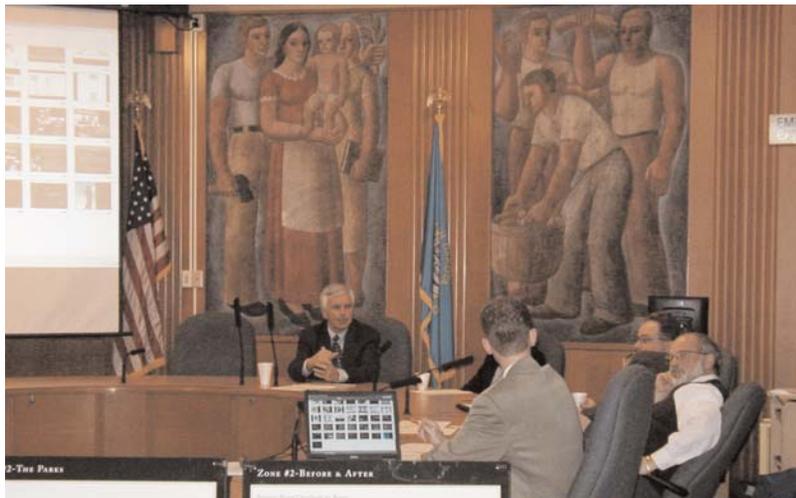
10



Committee Review

A technical review committee composed of various city and state experts and a board of advisors composed of community leaders were assembled to help give technical direction and community insight to the plan. The input of these two groups during the course of the project was invaluable.

The design team met with the two groups on several occasions to discuss a variety of issues and concerns that will affect the greenway and the community. Through these discussions, the topics ranged from land use and ownership issues down to bridge crossings and restroom locations. Water quantity and quality along with regulatory and compliance issues were also discussed. The design team contacted a special sub-consultant dealing with water engineering issues to help develop some additional ideas to address these concerns. The complete assessment from the water engineers can be found in Appendix D.



Projects, Priorities, and Partners

11



Projects, Priorities, and Partners

To achieve the goals of the City of Sioux Falls for the Big Sioux River greenway corridor, it will require the combined efforts of many people over a number of years. A variety of public and private actions will need to take place in order to implement the action plan. Policy, financial implementation strategies, and organizational structures will be critical. A phasing strategy that will allow an incremental approach to implementation will be crucial.

PARTNERSHIPS

Sioux Falls is fortunate to have a number of organizations and agencies committed to improving the quality of the Big Sioux River corridor. As the greenway master plan is implemented, many existing public and private sector groups will have the responsibility for initiating and coordinating the projects outlined. Among the entities expected to play key roles are those mentioned below:

- City of Sioux Falls
- Forward Sioux Falls
- Main Street Sioux Falls
- State of South Dakota - DOT, DENR, GFP
- Visual Arts Commission
- Adjacent Land Owners
- Adjacent Building Owners
- Adjacent Business Owners
- Major Private Partners
- Local Clubs and Organizations

Many of the projects outlined in this report are too large to be implemented by a single entity. The demands on the limited resources of these groups will require creative strategies with regard to partnerships to implement the project. A comprehensive approach is required that initiates new ideas, improves upon existing services, and motivates various public and private sector groups to work together for the betterment of the entire corridor. To facilitate these partnerships and to encourage their public involvement, smaller projects have been identified for primary sponsorship.

FUNDING AND IMPLEMENTATION MECHANISMS

There are many ways that the master plan can be achieved. The choice of mechanisms to be used must consider a combination of existing legislation, administrative framework, political realities, and funding capacities. The following are key target attainments of the master plan objectives.

Zoning - Special ordinances will affect the long-term development patterns in terms of land use and design. Some changes in current code may be necessary for final implementation; i.e., setbacks and easements.



Regulatory Codes - Existing sign codes and vending codes need to be modified to reflect proposed improvements along the corridor.

Ordinances - Special ordinances that specify the desired uses and design criteria in the corridor for the purpose of protecting and enhancing the special art and cultural qualities of the area should be considered.

Design Guidelines/Plan Review - Mandated administrative plan review of future projects will ensure that development standards are met.

Capital Improvements - Much of what will be accomplished in the future will be through the direct construction of improvements by the City. Integral to the capital improvements will be the method of funding them, which in this case may include the City's capital improvements budget monies raised through local bonding authority.

State/Federal Capital Grants - Sioux Falls may be eligible for grants, including TEA-21 funding for certain types of projects that fall within state and federal rules.

Joint Public/Private Actions - The public and private sector can participate in joint development projects under certain circumstances

Private Actions - Certain portions of the plan will be achieved in the private sector primarily from the retail, business, and art communities.

Bed Tax - Funds from this special tax levied on hotels and motels could be increased to fund various capital improvements and programming activities.

Transfer of Development Rights - Allow transfer of development rights to occur provided the new structure contains an art or cultural space fronting the river.

Transfer of City Properties - A private developer receives a City-owned property and, in return, constructs and/or operates a business with costs equivalent to the market value of the City-owned property.



Tax Abatements - The abatement of real estate taxes would reduce a building's operating costs which in turn would increase the net operating income and increase the value of the property to the owner. The resultant marginal increase in value could be used to offset the cost of developing pedestrian improvements adjacent to the river.

Property Assessments Credits - The City could exempt development or renovation costs of spaces fronting the river from value-added property reassessments.

Neighborhood Stabilization - Programs should be continued to help ensure that existing downtown neighborhoods are improved.

Art in Public Places - A specific set-aside for public art projects should be made for all public projects and major public open spaces adjacent to the river.

Promotional Activities - Promotional campaigns for culture and business related to the corridor should be guided by existing or newly founded associations. The promotion of the corridor should be a joint public/private effort.

Tax Increment Financing (TIF) - The department of revenue distributes state sales tax collections to municipalities that have tax increment financing (TIF) districts for either state sales tax, state utility tax, or both that produced an incremental growth in retail sales, or gas and electricity consumption. Funds are prorated to each municipality based on its share of the overall TIF net state increment.

TEA-21 Funding - The federal transportation bill provides significant funds for developing bicycle and pedestrian projects such as bike lanes, sidewalks, and trails.

Resolution - As adopted by the City of Sioux Falls.



PHASING

It is crucial that people see progress on the master plan become a reality immediately. While many of the projects suggested require long-term implementation, there are a number of highly visible projects that can begin in the near future. Proper phasing will be critical to the success of the entire corridor. It is important to take advantage of the momentum and support coming out of the two public workshops.

DEFINING PILOT PROJECTS

The following is a recommended process for evaluating each potential project against the same criteria by assigning a rating related to development characteristics. Stakeholders can take one of the 160 projects listed within the matrix and answer the following questions. Based upon the answers, a project can be listed within a prioritized list of projects to be completed within a funding cycle.

Irreplaceable, Unique or Scarce Resource

Low	Has no known irreplaceable, unique, or scarce resources.
Medium	May have one or more irreplaceable, unique, or scarce resource.
High	Has confirmed irreplaceable, unique, or scarce resource(s).

Natural Resource Significance

Low	Site has no natural resource significance.
Medium	Site has several significant natural resources.
High	Site has multiple unique natural resource significance.

Recreational Resource Significance

Low	Site has no recreational resource significance.
Medium	Site has several significant recreational resources.
High	Site has multiple unique recreational resources.

Environmental Education Significance

Low	Site has limited or no environmental education significance.
Medium	Site has moderate environmental education significance.
High	Site has multiple unique environmental education significance.

Public Access

Low	Not easily accessible (no paved roads or trails).
Medium	Accessible from private roads or parking areas.
High	Accessible from existing roads or trails.



Linkage

- Low Does not provide linkage to existing or planned parks or other protected areas.
- Medium Provides a linkage to planned parks or other protected areas.
- High Provides a dynamic in route experience and linkage to a unique destination, existing parks, or other protected areas.

Urgency

- Low Low potential of loss of site (to development, etc).
- Medium Moderate potential of loss of site.
- High High potential of loss of site.

Partnership or Governmental Opportunity/Cooperation/Compatibility

- Low Low partnership or intergovernmental opportunity/cooperation/compatibility, high potential for overwhelming participation number.
- Medium Moderate partnership or intergovernmental opportunity/cooperation/compatibility workable group size.
- High High partnership or intergovernmental opportunity/cooperation/compatibility, comfortable and workable group - partnership sizes.

Liabilities (The fewer the liabilities the higher the score)

- Low Has multiple liabilities (contamination, lien, hazard), long project duration.
- Medium Has minor liabilities, reasonable project duration.
- High Has no known liabilities, short project duration.

Public Support

- Low Has no known public support, desire, high opposition, or need, few people benefited, no public awareness potential, value or appeal, no ownership/stewardship potential.
- Medium Has moderate public support, desire, some opposition, or need, few people benefited, moderate public awareness potential, little value and appeal, some ownership stewardship potential.
- High Has broad and balanced support from the community.

Fundable Project

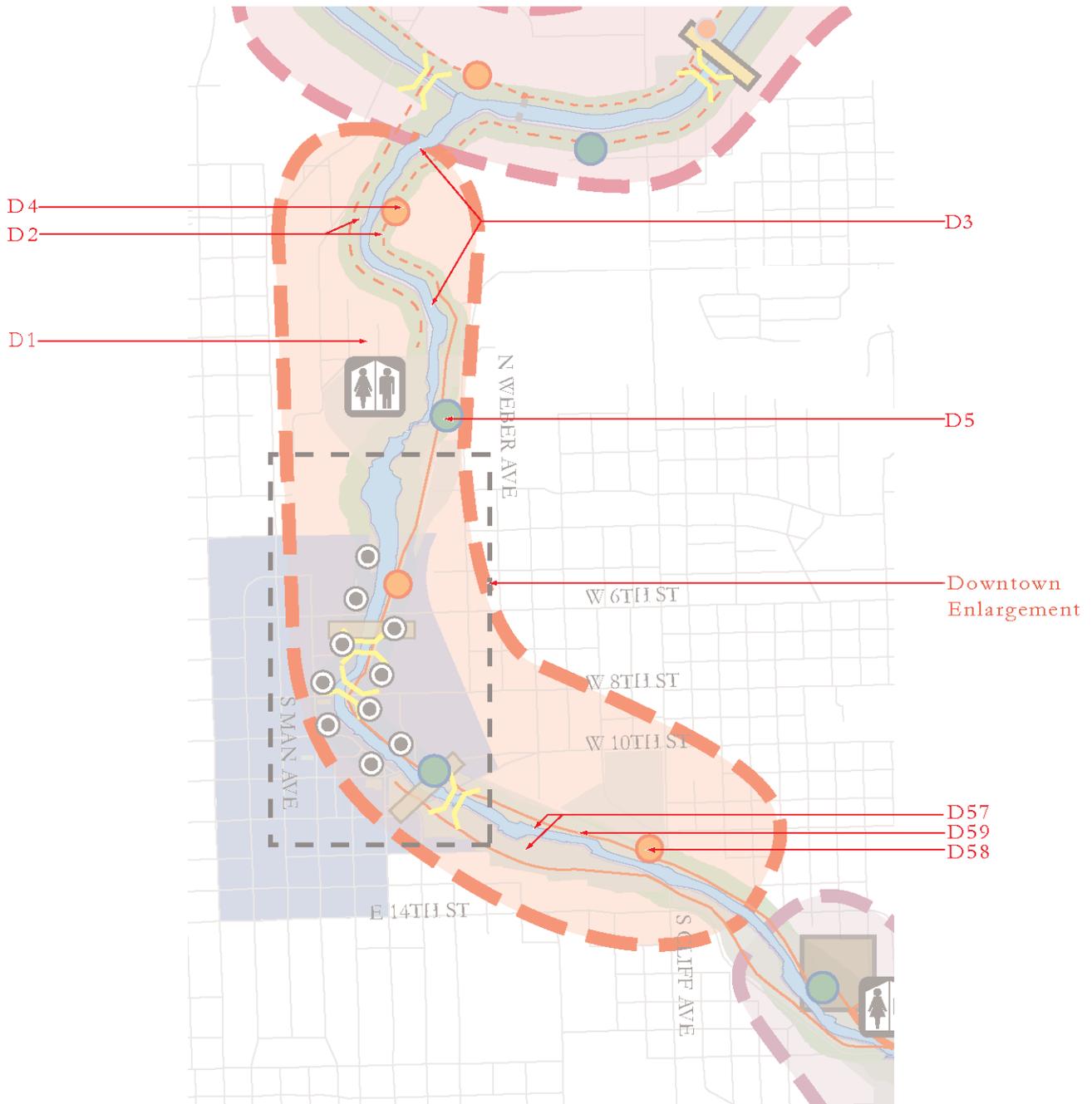
- Low Is not eligible for public funding or grants (Federal, State, Historic Society, etc.); poor cost sharing, inefficient budget.
- Medium Meets some criteria for funding; decent cost sharing, and effective budget.
- High Is excellent candidate for funding; excellent cost sharing, efficient budget.



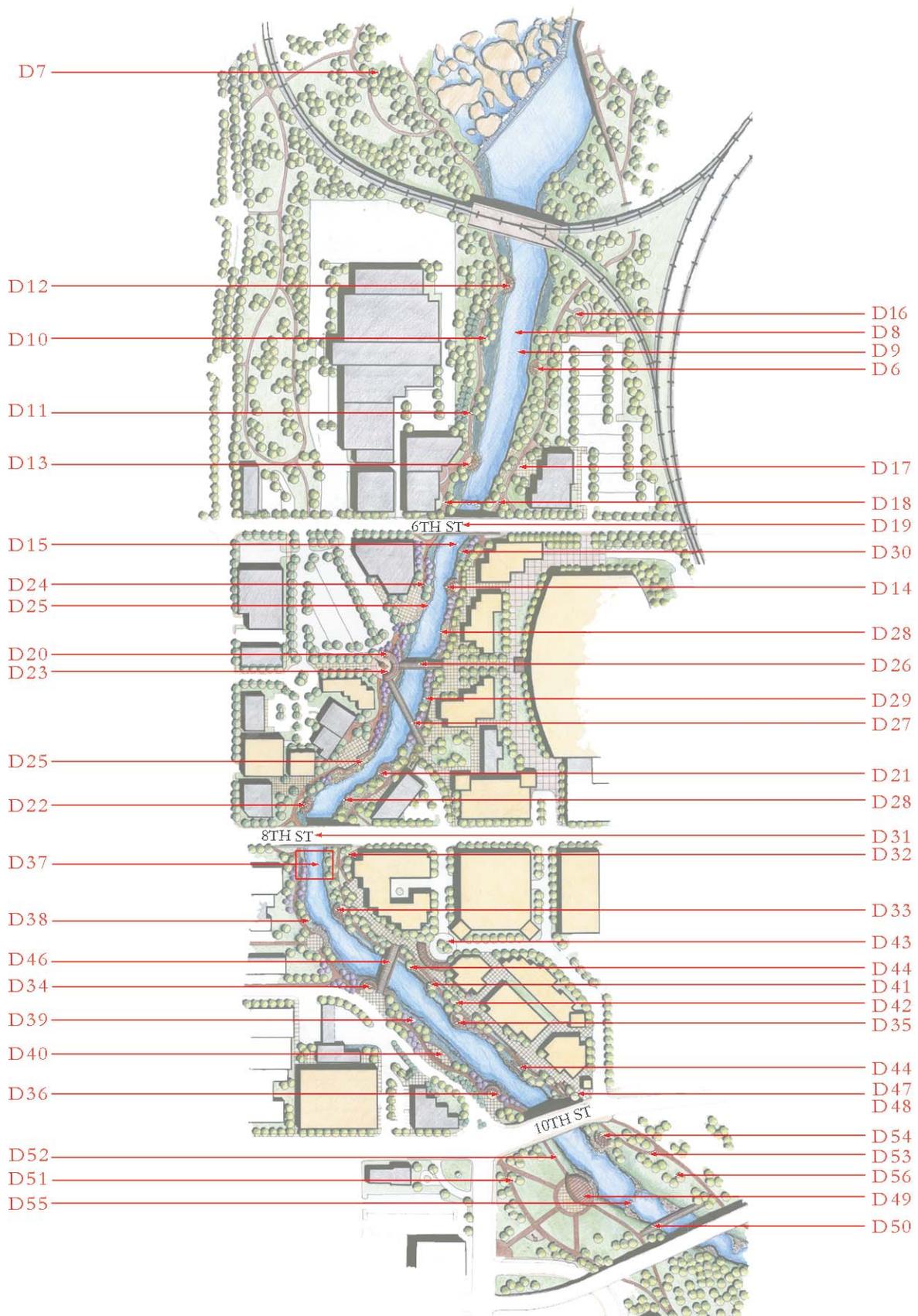
Project Plan

Low	Unclear goals, no feasibility or likelihood of success, high maintenance/management, poor plan development, low quality & quantity of available human resources; no regard to sustainable practices or clear understanding of macro and micro natural systems, no versatility, flexibility or diversity, no respect for natural carrying capacity, no economic draw/value.
Medium	Somewhat clear goals, some feasibility and likelihood of success, medium maintenance/management, mediocre plan development, medium quality and quantity of available human resources; some regard to sustainable practices or clear understanding of macro and micro natural systems, some versatility, flexibility or diversity, some respect for natural carrying capacity, some economic draw/value.
High	Clear goals, high feasibility and likelihood of success, high maintenance/management excellent plan development, high quality and quantity of available human resources; high regard to sustainable practices and clear understanding of macro and micro natural systems, high versatility, flexibility, or diversity, high respect for natural carrying capacity, high economic draw/value.

Zone #1 - Projects



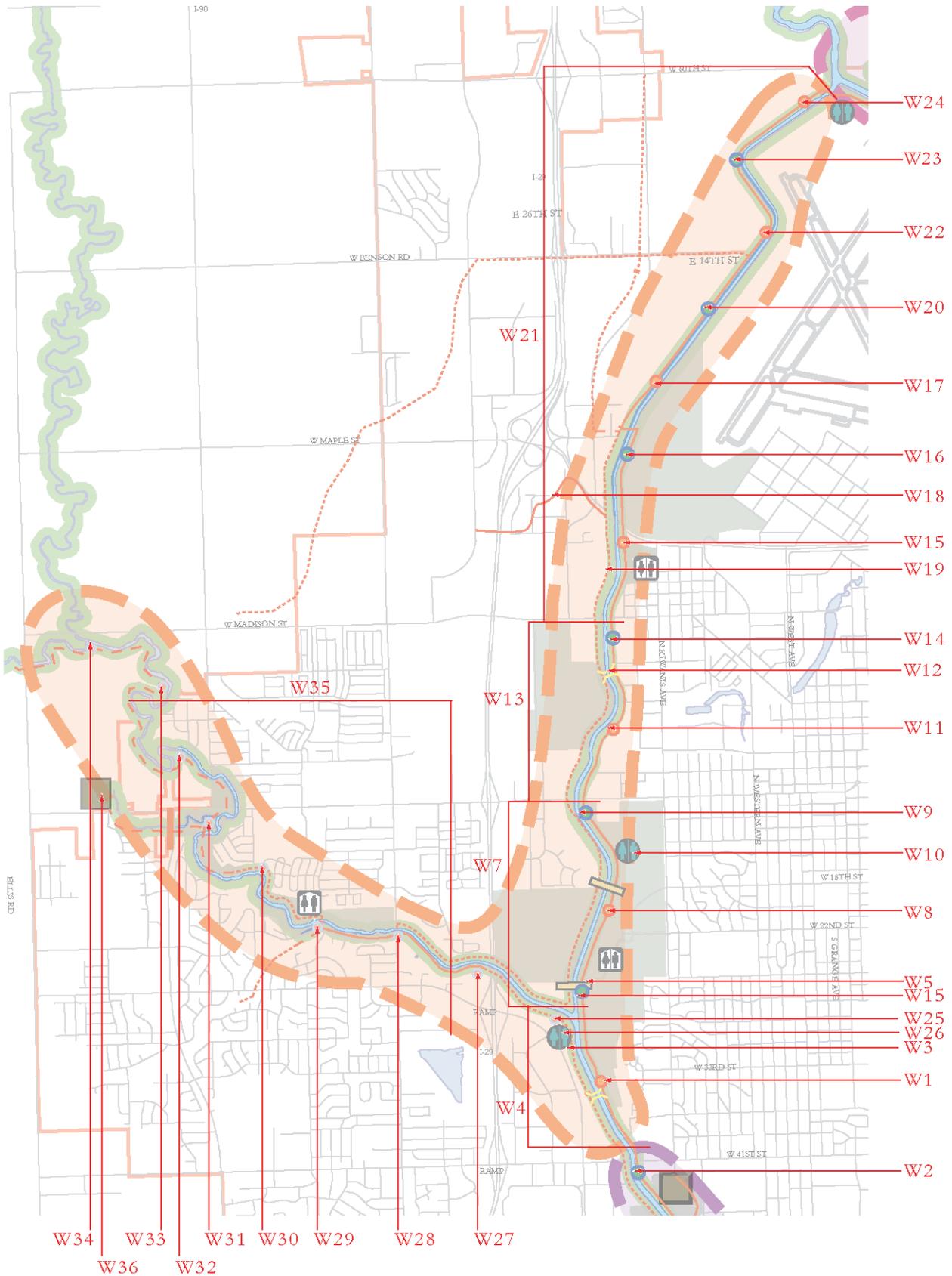
Zone #1 - Enlargement



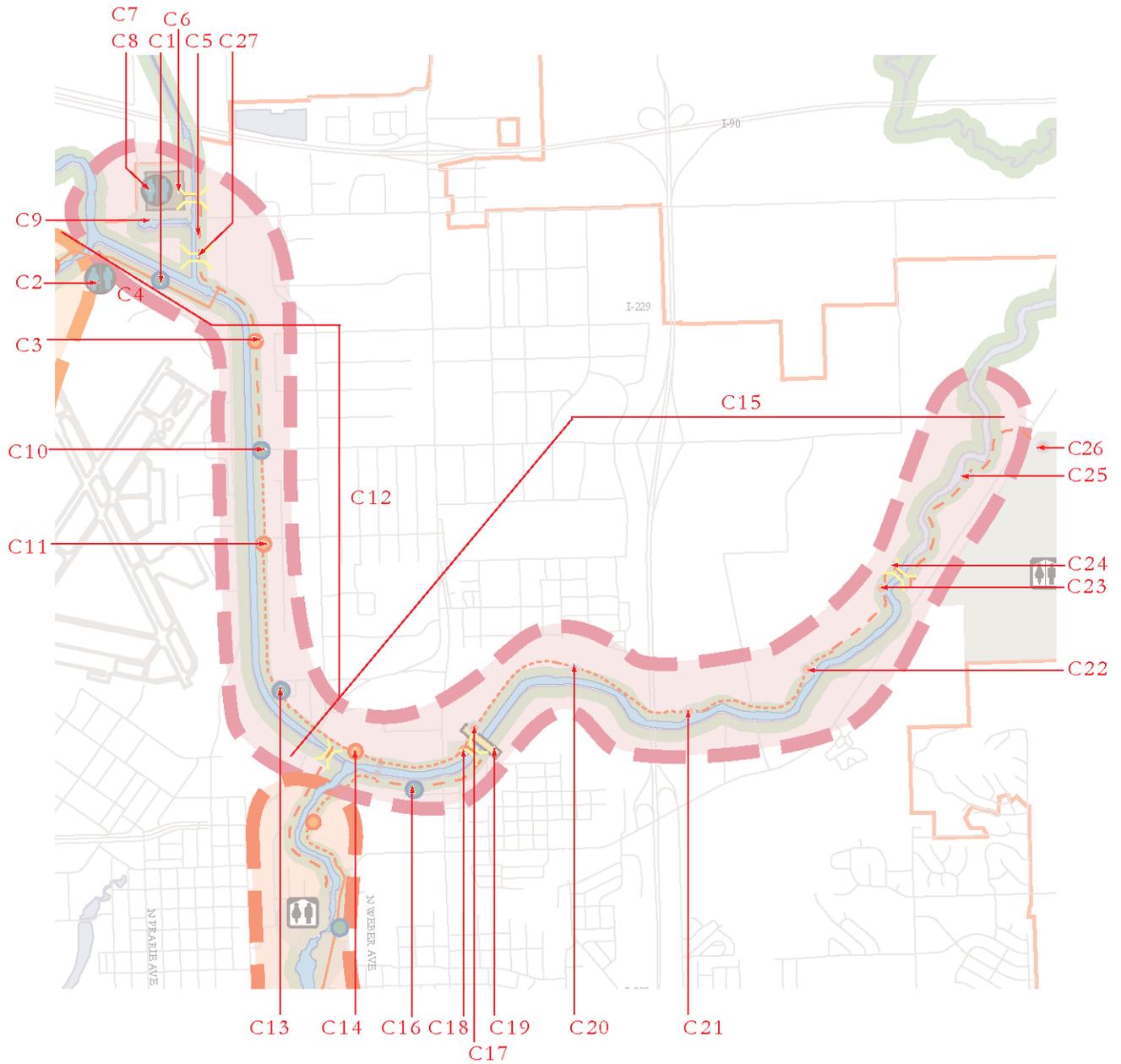
Zone #2 - Projects



Zone #3 - Projects



Zone #4 - Projects



Next Steps 12



Next Steps

Adoption

- The Sioux Falls Greenway and Riverfront Master Plan adopted by City Council.

Planning and Design Guidelines

- Prepare detailed Greenway and Riverfront Planning and Design Guidelines for private and public improvements for the entire 26-mile corridor.
- Prepare greenway and riverfront site design, landscape architectural, architectural, engineering, wildlife, riparian, ecological, and recreational standards and criterion.
- Prepare and amend City zoning and riverfront planning, density, height, bulk and public safety standards for the greenway and riverfront.
- Prepare planning and design review and approval standards and criterion for future greenway and riverfront projects.
- Prepare greenway and riverfront planning and design goals, objectives, and policies for future improvements.
- Determine greenway and riverfront compliance and regulatory standards for ADA, water quality, flood, access, crossings, flow, and other statutory requirements.

Technical Review Committee

- Using the Sioux Falls Greenway and Riverfront Master Plan and Greenway and Riverfront Planning and Design Guidelines, organize a technical design review committee.
- Determine a comprehensive committee of technical expertise from all appropriate public, private and nonprofit agencies and organizations.
- Establish consistent public information and outreach for preliminary and final Greenway and Riverfront projects.
- Review all proposed greenway and riverfront projects for compliance with City, Regional, State, and Federal requirements.
- Archive all approved greenway and riverfront improvement projects and revise and update applicable standards as required.
- Implement a greenway and riverfront monitoring and measurement program that gauges public use, water quality, wildlife enhancement, and investment along the Big Sioux River.

Funding and Finance Committee

- Prepare a five (5) year greenway and riverfront capital improvements program.
- Prepare a comprehensive funding and finance campaign for greenway and riverfront projects using public, private and nonprofit sources.
- Prepare a project selection process that encourages broad and multiple financial support, volunteerism, and donation for all greenway and riverfront projects.
- Promote and seek appropriate riverfront development that generates local revenue and job creation.
- Establish financial and development incentives for riverside development that supports and advances the goals and objectives of the City and the greenway.



SIoux FALLS

Greenway & Riverfront Master Plan

SUMMER 2004



Planning Landscape Architecture Urban Design
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(303) 623-3758 Facsimile